

American River Parkway Plan

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AMERICAN RIVER PARKWAY PLAN

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An element of the Sacramento County General Plan.

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American River Parkway Plan

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CHAPTER 1 INTRODUCTION

DESCRIPTION OF THE PARKWAY

The American River Parkway is an open space greenbelt which extends approximately 29 miles from Folsom Dam at the northeast to the American River's confluence with the Sacramento River at the southwest. There are several distinct areas of the Parkway, each having individual features which contribute to their separate identities. The Lower American River, is classified as a "Recreation" river within the State and Federal Wild and Scenic River Systems. The river is the central focus of the Parkway which provides enjoyment to residents and visitors of the Sacramento region.

Recreational activity is important in the maintenance of healthy lives. Residents in the Sacramento region are particularly fortunate in having easy access to the recreational opportunities that the Parkway provides. In addition, visitors to the Sacramento area can also take advantage of the Parkway resource. While the importance of recreational opportunities is recognized, preserving the natural qualities of the Parkway resource is essential.

The purpose of the Parkway Plan is to provide a guide to land use decisions affecting the Parkway; specifically addressing its preservation, use, development and administration.

The Parkway Plan is a policy and action document. It is written to ensure preservation of the naturalistic environment while providing limited developments to facilitate human enjoyment of the Parkway.

The policy plan is the guiding portion of the Plan. It contains policy statements of a general and flexible nature. The action plan is the implementation portion and contains specific tasks formulated to carry out the intent of the various policies. The action plan is a separate document, which will be prepared by the Parks and Recreation Department.

The American River Parkway is a regional park which crosses jurisdictional boundaries. The Parkway Plan addresses the entire length of the Parkway which includes areas in the County, the City of Sacramento, and a portion of the Folsom State Recreational Area. In addition to adoption by the County of Sacramento and the City of Sacramento, as part of their General Plans, the plan will be submitted for adoption to the State legislature. The Plan acts as an information document and an invitation for citizen participation in the planning process. It also provides basic policy guidance for the future of the Parkway.

THE PARKWAY CONCEPT

The Parkway Concept can be summarized as follows: The American River Parkway is a unique regional facility which shall be managed to balance the goals of, a) preserving naturalistic open space and protecting environmental quality within the urban environment, and b) contributing to the provision of recreational opportunity in the Sacramento area. Components of the Parkway concept include:

1. On-going management of the Parkway's natural resources.

2. Accommodation of the demand for passive, unstructured, river oriented recreational pursuits in a natural environment which are not normally provided by other County recreational facilities, in a manner which minimizes the impact on the environment.
3. Limitation on the use of the Parkway to prevent overuse and preserve environmental quality thereby ensuring the availability of the Parkway for future users.
4. Coordination and cooperation in the Parkway planning and management efforts.
5. Balance of the preservation of naturalistic open space and habitat within the urban area with the provision of active recreational facilities to serve the recreational needs of the community.

The Parkway concept components collectively provide the foundation for the Parkway Plan and are further reflected in the goals, policies, and text of the Plan. The Parkway concept still holds true today and as a result, provides the basis for the planning efforts for the American River Parkway.

THE HISTORY OF THE PARKWAY PLAN

As early as 1915, the City of Sacramento delineated a concept of the American River Parkway on a plan map. When the County Parks and Recreation Department was established by the Board of Supervisors in 1959, the Board directed the Parks and Recreation Department to initiate land acquisition proceedings for those lands adjacent to the American River. This action, which occurred prior to the County's adoption of the Parkway concept in 1962, was in part due to the increasing feasibility of urban development close to the river. The construction of Folsom Dam and the resulting flood protection features contributed to the increased likelihood of development directly adjacent to the river.

The American River Parkway Plan was adopted in concept in 1962 by Sacramento County and incorporated into the Recreation Element of the County General Plan. Adopting the Parkway concept was a declaration of the County's intent to preserve an open space greenbelt along the length of the American River in Sacramento County. This plan was substantially revised in 1968 to include background information on the Parkway and policies for Parkway administration. A 1974 analysis of the plan by the consulting firm Environmental Assessment Engineering was the first to include data on the Parkway environment and its use. Public hearings held during the analysis development invited citizen participation. The specific plan for the portion of the Parkway within the City of Sacramento's jurisdiction was adopted by the City in 1975.

The 1976 American River Parkway Plan, which was adopted as an element of the 1973 County General Plan, was developed using information from the previous plans, but attempted to develop a Parkway concept which took present and future needs into consideration. Like this Plan, the 1976 plan was a policy document with guidelines for the preservation, use, development and administration of the Parkway. The implementation section of the Plan, in conjunction with the policy statements, resulted in a strong guiding document for important land use decisions affecting the Parkway.

THE PLANNING PROCESS

The preparation of this Parkway Plan started in February, 1984. A working committee composed of representatives from various interest groups concerned with the Parkway was appointed by the Board of Supervisors. The plan was developed over a period of approximately one year. The committee focused its attention on identifying and resolving issues which have occurred since the last Parkway Plan update in 1976. The Plan consists of goals and policies, specific area plans, and an implementation section. The action plan specifies measures to implement the plan and is adopted as part of the Parkway Plan. The Parkway Plan shall be reviewed approximately every five years, or earlier if it is determined to be necessary to reflect changing conditions. The action plan shall be reviewed on a yearly basis by the Recreation and Parks Commission, due to its specific and dynamic nature.

CHAPTER 2

GOALS AND POLICIES

This plan is a policy document which provides guidelines for preservation, recreational use, development and administration of the American River Parkway. The following Goals and Policies shall be used to implement this Plan.

GOALS

- * To provide, protect and enhance for public use a continuous open space greenbelt along the American River extending from the Sacramento River to Folsom Dam; and
- * To provide appropriate access and facilities so that present and future generations can enjoy the amenities and resources of the Parkway which enhance the enjoyment of leisure activities; and
- * To preserve, protect, interpret and improve the natural, archaeological, historical and recreational resources of the Parkway, including an adequate flow of high quality water, anadromous and resident fishes, migratory and resident wildlife, and diverse natural vegetation; and
- * To mitigate adverse effects of activities and facilities adjacent to the Parkway; and
- * To provide public safety and protection within and adjacent to the Parkway.

POLICIES

1.0 Parkway Concept

- 1.1 The American River Parkway is a unique regional feature which shall be managed to balance the goal of preserving naturalistic open space and environmental quality within the urban environment, with plans to provide recreational opportunity in the Sacramento area.
- 1.2 The Parkway shall be oriented to passive, unstructured water-enhanced recreation activities which are appropriate in a natural environment, and which are not normally provided by other County recreational facilities. To this end, development in the Parkway shall be minimal, and facilities which are primarily visitor attractions should be placed in less sensitive areas within the County Park system. Insofar as possible, development shall not occur in areas of natural ecosystems that are still relatively undisturbed.
- 1.3 No existing publicly owned Parkway lands shall be disposed of through sale, lease, or de facto uses adverse to the goals and policies of

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this Plan, in order to assure the long-term protection and integrity of the present boundaries of the Parkway.

2.0 Resources of the Parkway

- 2.1 Any development within the Parkway, including buildings, roads, parking lots and turfed areas, shall be designed and located such that any impact upon native vegetation is minimized, and appropriate mitigation measures are incorporated into the project.
- 2.2 Phased plans with short and long-term measures for the enhancement of native vegetation and the elimination of undesirable nonnative vegetation shall be developed and implemented.
 - 2.2.1 A list of trees and shrubs, and herbaceous plants native to the Parkway that are suitable for planting in the Parkway shall be approved by the Recreation and Parks Commission, upon recommendation by the Director of the Department of Parks and Recreation, working in cooperation with the California Native Plant Society. This list shall include a designation of the appropriate plant community, habitat and exposure for each species along with a description of known pest problems and wildlife impacts. Only plants on this approved list shall be planted within the Parkway, the exception being grass in permitted locations.
 - 2.2.2 Native plants shall be reintroduced in areas of their natural occurrence that have been disturbed by construction, past gravel mining and agricultural activity, except in sites of human historical value.
 - 2.2.3 Nonnative trees and shrubs shall be removed in accordance with a long-range phasing plan to be approved by the Recreation and Parks Commission except as noted in the area plans, and with the exception of existing golf courses. Priority shall be given to removal of those exotics that compete with natives, such as, but not limited to, pampas grass, eucalyptus, and pyracantha.
 - 2.2.4 New irrigation and planting within the dripline of existing native oaks shall be prohibited. Irrigated turfed areas shall be placed only in areas where there are no mature native trees that could be damaged by changes in the environment, such as summer watering.
- 2.3 A long range interpretive program shall be developed for the Parkway for interpreting the five existing ecosystems and the three periods of human history. This program shall include at least the following components: signs, exhibits, nature trails, guided walks and tours, publications and media, and research.
 - 2.3.1 All interpretive signs in the Parkway shall blend with the natural environment.

- 2.4 Protection of the environmental quality of the Parkway shall be the first priority management responsibility.
- 2.5 Archaeological resources and historical sites shall be preserved until determination of their value can be made and decisions about their disposition are reached.
- 2.6 Where appropriate, areas which have been damaged by mining, flooding, or other adverse conditions should be reclaimed for recreational use consistent with this Plan or restored to a naturalistic condition, as determined by the designated land use category.
- 2.7 No development shall occur within the boundaries of State-registered archaeological sites.

3.0 Water Flows, Water Quality and Flood Control

- 3.1 Water flow in the Lower American River should be maintained at adequate levels to permanently sustain the integrity of the water quality, fisheries, waterway recreation, aesthetics, riparian vegetation, wildlife, and other river-dependent features and activities of the Parkway. The required flow levels of the Lower American River should be established at higher levels than those required under Decision 1400 of the State Water Resources Control Board. State and Federal policy should provide for the maintenance of flows in the optimum range in the Lower American River.
- 3.2 Water temperature in the Lower American River should be maintained within ranges appropriate to support fish and discourage undesirable aquatic plants.
- 3.3 Discharge or drainage of pollutants into the Lower American River shall be eliminated.
- 3.4 Levee protection and slope stabilization methods within the Parkway shall only be used when the Board of Supervisors determine that there is a demonstrated need to protect the health, safety and welfare of the community. The use of these methods shall result in minimal damage to riparian vegetation and wildlife.
 - 3.4.1 Levee protection and slope stabilization projects shall include a revegetation program which screens the project from public view and assures a naturalistic appearance to the site.
 - 3.4.2 Gabions, rock and wire mattresses, or wire mesh over stone, may be used where vegetative measures alone are insufficient, but the erosion control program shall include measures to minimize damage to riparian vegetation and wildlife. Riprap shall not be used unless slope, current, and existing native vegetation are favorable to provide substantial vegetative screening of the

riprap. Rubble, gunite, cement or sandbags, bulkheads, fences, used tires, and similar materials or structures are prohibited.

4.0 Recreational Use of the Parkway

Note: Groups One through Five are defined in Chapter 5 of the Plan text.

- 4.1 Group activities, which are specifically approved by the Director of the Department of Parks and Recreation, shall occur in such a manner that the impact on other recreationists in the Parkway is minimized.
- 4.2 Any medium or large group activity conducted on any designated pedestrian trail, equestrian trail, or bicycle trail shall be coordinated to minimize the impact on other Parkway users.
 - 4.2.1 Competitive group activities that may occur on the bike trail shall be limited to:
 - a. Fund raising by non-profit or charitable organizations with public and civic interests; or
 - b. Competitive recreation for which no event entry fee is charged.
 - 4.2.2 Competitive events shall not exceed one event per month.
- 4.3 Picnic facilities shall be installed in appropriate locations to accommodate user demand, but shall be limited in size to minimize the impact on Parkway users. (Group Two)
- 4.4 Day camping shall be permitted for organized groups, by reservation, in designated day camping areas. (Group Two)
- 4.5 Group overnight camping shall be permitted in the County-operated portion of the Parkway, by reservation, but only in designated primitive camps. Preference shall be given to educational and youth groups. (Group Two)
- 4.6 Overnight camping by individuals (one to two persons) or family groups (three to ten persons) shall be permitted only in the family and individual campsites which are available upstream from Hazel Avenue, in the Folsom Lake State Recreation Area. These facilities are not permitted in the County-operated portion of the Parkway. (Group Two)
- 4.7 A separate designated pedestrian trail shall be provided along the entire length of the Parkway. This trail shall follow existing fire breaks and informal trail alignments to the extent possible in order

- to minimize damage to vegetation. New trail sections shall avoid heavily vegetated areas and low spots. This trail shall not be paved; instead, it shall have a naturalistic surface. (Group Three)
- 4.8 Horseback riding shall occur only on designated equestrian trails. These trails should be kept separate from bicycle and pedestrian trails in order to avoid conflicts between horses and other modes of locomotion. Where practical, new trails should be combined with fire breaks. (Group Three)
- 4.9 Bicycle use shall be restricted exclusively to designated bikeways, roadways and parking lots. (Group Three)
- 4.10 The speed of motorboats, jet boats, and other powered vehicles shall be limited to 5 mph, in accordance with Sacramento County Code, Section 13.16.030. (Group Three)
- 4.11 Boat staging facilities shall be designed to minimize automobile contact with the river, or its immediate shore, in order to reduce visual and noise impacts and pollution of the water. Vehicle parking should be provided near these staging areas. (Group Three)
- 4.12 Gamefields should accommodate multiple-use, rather than exclusive use for any one activity. (Group Four)
- 4.13 A variety of primitive and developed fishing accesses shall continue to be maintained. (Group Five)
- 4.14 The following activities and facilities, which are incompatible with the Parkway, shall be prohibited:
- 4.14.1 Activities
- motor vehicles on trails
 - hunting and target shooting
 - tournament and league sports
 - motorized model airplane flying
 - rocket flying
 - dog training and field trials
 - gathering or collecting plants, except for approved research, and animals, except for health safety purposes.
 - hot air balloons
 - helicopters, except for public safety purposes
 - hang gliders
 - tree swings
 - skim boards
 - jumping or diving from bridges
 - fireworks

4.14.2 Facilities

- off-road vehicle courses, including off-road bicycle courses
- permanent backstops
- tennis courts
- permanent net poles
- permanent bleachers
- surfaced courts
- marinas
- veledromes
- new golf courses
- horseshoe pits unless integrated into designated picnic facilities
- frisbee golf courses
- new archery facilities
- swimming pools
- perimeter fences
- new, surfaced launching ramps for general public use
- playground facilities, except when integrated into picnic facilities in a visually unobtrusive manner
- permanent stages
- permanent lighting facilities, except security lights
- permanent sound amplification facilities

4.15 Existing incompatible activities and facilities shall be phased out as soon as possible, except for the Ancil Hoffman Golf Course and ancillary facilities, the archery range at Discovery Park and Camp Pollock. The following existing facilities and improvements are inconsistent with the Parkway Plan and should be phased out on a prioritized schedule, developed as part of the action plan.

- Bicycle motorcross (BMX) use at Mullaney Grove and Rossmoor Bar
- Mobilehome Park in the Discovery Park Area
- Bleachers on the Cal-Expo levee
- Lazy J Bar in the Discovery Park Area
- Polo field and competitive events on the Cal-Expo floodplain
- Robertson Sand and Gravel Company operation
- Softball backstop on the Cal-Expo floodplain.
- Cement "lake" structure at Sailor Bar.
- Abandoned sewage treatment plant structures at Goethe Park near Cordova Park.

4.16 Provisions shall be made for the continued maintenance of Ancil Hoffman Golf Course and ancillary facilities, the Campus Commons Golf Course, the archery range at Discovery Park, and Camp Pollock.

4.17 Facilities shall be designed to blend into the surrounding natural environment.

5.0 Non-recreational Use of the Parkway

- 5.1 Commercial activities shall be permitted only if compatible with, the goals of the Parkway, as determined by this Plan.
 - 5.1.1 Commercial activities shall not be permitted solely for the purpose of raising revenue to fund the management of the Parkway.
 - 5.1.2 All proposed commercial activities, whether on land or water, shall be subject to review by the Parks and Recreation Department and the Recreation and Parks Commission. Final approval shall be by the Board of Supervisors.
 - 5.1.3 The following criteria shall be considered during the review of commercial proposals:
 - a. Services or sales shall be necessary to the enhancement of permitted recreational activities
 - b. Services or sales shall not attract customers who would not otherwise be Parkway users
 - c. Services or sales shall be dependent upon the Parkway environment and be consistent with its stated purpose
 - 5.1.4 Commercial activities determined to be compatible with the goals of the Parkway shall only be considered for location in Developed Recreation Areas.
 - 5.1.5. Proposed commercial activities shall be designated on appropriate area plans.
 - 5.1.6 With the exception of existing structures in Ancil Hoffman Park, no permanent structure for the sale of food and beverage will be permitted in the Parkway. Sale of food and beverage in the Parkway will only be considered for mobile day-use units in fixed locations, and only in designated intensive use areas. The Recreation and Parks Commission shall approve specific sites during an annual review, to assess potential adverse impacts on the Parkway such as litter and other nuisances.
- 5.2 Caretaker facilities should be installed in Developed Recreation, Limited Recreation, and Recreation Reserve Areas wherever lack of surveillance is a problem.
- 5.3 Caretaker facilities shall be accessible by vehicle, but should not be highly visible to Parkway users. Location, architectural design and screening shall be considered in the placement of the facilities, and such facilities shall conform to the policies for architectural standards.

- 5.4 The impact of any new public utility or similar public service facilities on the Parkway shall be minimized by clustering the facilities with existing facilities and Parkway crossings, revegetating areas where utilities have been placed underground, and soundproofing pump stations.
- 5.5 New drainage outfalls, or improvements and expansions to existing outfalls shall be designed and built to minimize erosion, and to be visually unobtrusive and naturalistic in appearance. Culverts and gate valves, if necessary, shall be set back from the river if possible; if this is not possible, the outfall shall be integrated into a comprehensive grading and landscaping plan that screens the outfall, with native vegetation.
- 5.6 Existing agricultural leases should be allowed until such time that the land is needed for expansion of facilities or restoration to a more naturalistic state.
- 5.7 Structures that are in the Parkway or visible from the Parkway shall be of a design, color, texture and scale that minimizes adverse visual intrusion into the Parkway.
 - 5.7.1 Structures shall be constructed of naturalistic materials which blend with the natural environment.
 - 5.7.2 Colors shall be earth tones, or shall blend with the colors of surrounding vegetation.
 - 5.7.3 Structures may emulate authentic historic design, but shall be unobtrusive.
 - 5.7.4 To the extent possible, structures shall be screened from view by native landscaping or other naturally occurring features.
 - 5.7.5 Structures shall not include any commercial advertising.
 - 5.7.6 Structures shall be located so that neither they, nor activities associated with them, cause damage to native plants or wildlife.
 - 5.7.7 Structures shall be located so that neither they, nor activities associated with them, disrupt the recreational use of the Parkway, and such structures shall be consistent with the goals and policies of this Plan.
 - 5.7.8 Structures shall be of fire resistant construction and designed and located in a manner such that adequate emergency services and facilities can be provided.

6.0 Land Use

- 6.1 Facilities and improvements shall not be installed within the Parkway unless consistent with an adopted area plan.
- 6.2 Adverse impacts upon the Parkway caused by adjacent land uses and activities shall be eliminated or mitigated.
- 6.3 Adverse impacts on adjacent land, such as dust, traffic congestion or noise, caused by Parkway uses shall be eliminated or mitigated.
- 6.4 Levees, landscaping, and other man-made or natural buffers should be used to separate the Parkway visually and functionally from adjoining land uses.
- 6.5 Portions of the Parkway may be temporarily closed to prevent overuse or to correct the effects of overuse.
- 6.6 Brush clearing, mowing of natural vegetation, fire breaks, or similar activities shall be prohibited in the Open Space Preserve Areas, Nature Study Areas, Protected Areas and Recreation Reserve Areas, unless a demonstrated need exists to protect the public health, safety, or welfare, as determined by the appropriate fire agency.
- 6.7 Human developments and facilities, including but not limited to, buildings, fences, trails, sprinkler systems, and gates shall be prohibited in the Open Space Preserve Areas, except as necessary to protect the public health, safety, and welfare.
- 6.8 Development in Nature Study Areas shall be strictly limited.
- 6.9 Activities in the Nature Study Areas shall be limited to Group One activities (Nature Study); and Group Three activities (Recreational Locomotion) limited to pedestrian use on designated trails. Trails in the Nature Study Areas shall not be surfaced with concrete, asphalt, or other impervious materials.
- 6.10 Facilities and other improvements in Protected Areas shall be limited to those which are needed for the public enjoyment of the natural environment. Extensive development is not appropriate.
- 6.11 Limited educational or youth group overnight use in primitive camps shall be allowed in the Protected and Limited Recreation Areas.
- 6.12 Activities in the Protected Areas shall include all Group One activities (Nature Study), all Group Three activities (Recreational Locomotion), other than motorized boating, and Group Five activities (Fishing). Group Two activities (Recreational Living) are restricted to limited family unit picnicking along trails.

- 6.13 Clearing of dense brush, some removal of undesirable vegetation, mowing of natural vegetation, and other similar measures for active recreation or public safety purposes may take place in the Limited Recreation Areas.
- 6.14 Activities in the Limited Recreation Areas shall include Group One activities (Nature Study), Group Three activities (Recreational Locomotion), and Group Five activities (Fishing). Group Two activities (Recreational Living) are restricted to picnicking.
- 6.15 Activities and facilities in the Parkway which attract large numbers of users are to be directed to the less sensitive areas such as Limited Recreation Areas and Developed Recreation Areas so that the areas which are more environmentally sensitive can be protected.
- 6.16 Any permitted activity in groups One, Two, Three, Four, or Five (see Chapter V) shall be included in the Developed Recreation Areas, as well as brush clearing, mowing, and similar measures for public safety or active recreation purposes.
- 6.17 Areas identified as Recreation Reserve are to be held in an undeveloped state until a need for recreation, restoration or preservation is determined. However, no such amendments to this Plan shall take place unless the Board of Supervisors, following adequate study and public hearings, determine that the conversion of a Recreation Reserve Area to another land use designation will relieve overuse of a facility elsewhere in the Parkway.
- 6.18 Facilities in the Recreation Reserve Areas shall be limited to caretakers' quarters, local drainage and public utility facilities, emergency access roads and trails, fire hydrants, temporary facilities for agriculture and temporary aggregate mining at Mississippi Bar, provided that the facilities do not conflict with the intent of this Plan.
- 6.19 No new aggregate mining operations shall be established in the Parkway.

7.0 Public Access

- 7.1 Public accesses for equestrians, pedestrians, bicyclists, and vehicles are appropriate in all land use categories except in Nature Study Areas, Open Space Preserve Areas, and Recreation Reserve Areas.
- 7.2 Access points and parking lots shall be located where there is the least potential environmental damage and adverse impact on the Parkway environment and surrounding neighborhoods.
- 7.3 Equestrian accesses should have staging areas (trailer loading and unloading) and parking to accommodate horse trailers.

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- 7.4 Consideration shall be given to alternatives other than the automobile for transportation to the Parkway, particularly during peak use holidays and weekends.
- 7.5 New public roads should not permit through passage between access points; public roads should be perpendicular to the river rather than parallel to it.
- 7.6 Vehicular roadways within the Parkway shall be strictly limited, and non-emergency vehicular travel must remain on designated roads.
- 7.7 Existing unpaved roads within the Parkway may be used for maintenance and emergency access, and unnecessary dirt roads shall be restored to a naturalistic condition appropriate to the area.
- 7.8. Three separate, continuous trails shall be maintained along the full length of the Parkway for pedestrians, equestrians, and bicyclists.
- 7.9 Parkway trail connections to other County, regional and State trails shall be restricted to logical connecting points determined to be logical after field surveys.
- 7.10 Designated handicapped accessible trails shall be installed, at an acceptable width and grade, at several locations throughout the Parkway. All handicapped-accessible trails shall be appropriately signed to discourage conflicting uses.
- 7.11 To accommodate additional vehicle trips across the river, expanding the capacity of existing bridges should first be considered. If after careful study of all other alternatives, another bridge is required, it shall be designed and located in such a manner as to result in the least impact to the Parkway environment.

8.0 Public Safety

8.1 Emergency Vehicle Access

- 8.1.1 Emergency vehicle access shall be accommodated at all public vehicle accesses. Emergency vehicle access to the Parkway may be provided at other locations approved by the Recreation and Parks Commission and the Fire District having jurisdiction over the site.
- 8.1.2 Emergency vehicle access within the Parkway may be provided via parking areas, service roads, levee crowns, equestrian trails, pedestrian trails, bicycle trails, and fire breaks. Service roads shall be interconnected where possible to permit through travel by emergency vehicles only. Levee roads shall have access to lower levels at regular intervals.

- 8.1.3 Emergency vehicle access routes and future bridges shall be capable of supporting the imposed load of emergency vehicles. The routes shall have an unencumbered clear width of 20 feet, have turnarounds at intervals to the satisfaction of the local fire agency, and shall have a vertical clearance of 13 feet, 6 inches.
- 8.1.4 Public parking shall be restricted by signs, painted curbs, or physical means so as not to obstruct emergency access or barricades. Illegally parked cars which obstruct emergency access shall be subject to citation or towing.
- 8.1.5 Barricades shall be placed to prevent non-emergency vehicles from using trails, service roads, and emergency vehicle access routes. These barricades shall be of post-and-cable type, gate type, or drop-post types, shall have adequate width for emergency apparatus and shall take into account the need to make sharp turns near the gates. Barricades shall be vandal resistant, with locking devices to be used in locations requiring emergency access. Standard locks shall be consistent with County ordinances for security access (Knox System).
- 8.1.6 Certain nonvehicular water access trails shall be maintained with a minimum of four feet clear width to accommodate hoseline extensions in a rapid manner. These designated trails shall be mapped and distributed to fire service agencies as part of an emergency access plan of those agencies.
- 8.1.7 Should new vehicle bridges be needed for interior Parkway use, these bridges should be constructed to meet the imposed load of emergency fire apparatus.
- 8.1.8 Barbecue facilities shall only be located where an adequate water supply is available as determined by the responsible fire agency.

8.2 Emergency Boat Access

- 8.2.1 The design should allow rapid launching from a boat trailer by a two wheel-drive vehicle at any normal water level.
- 8.2.2 Launching ramps which are to be used for emergencies shall be a minimum of 12 feet in width, and have sufficient staging area for maneuvering equipment so that a boat can be launched quickly.
- 8.2.3 Launching facilities which are exclusively for emergencies shall be signed and physically restricted to prohibit public use. They shall not be constructed of concrete, or another permanent surface that may generate demand for use by the general public.

Landing mats or other temporary surfaces may be used where appropriate.

- 8.2.4 Public launching and staging areas which may be used for emergency response shall be signed so that access is not blocked by parked vehicles.
 - 8.2.5 Launching facilities shall be located in proximity to open areas which can be used to land a helicopter for medical purposes.
 - 8.2.6 Facilities shall be identifiable by water and by air with distinctive, but unobtrusive, markers. Where practical, existing structures or other features shall be used as reference.
 - 8.2.7 Installation of launching facilities shall be accomplished with a minimum of grading and minimal removal of riparian vegetation. Steep slopes, or areas with inadequate vehicle access should be avoided.
 - 8.2.8 Locations for emergency launching facilities shall be identified by the Fire Districts as part of a comprehensive access plan to be approved by the Recreation and Parks Commission. The access plan should include site plans for each location.
- 8.3 Fire Breaks
- 8.3.1 Firebreaks shall be combined with emergency vehicle roads and trails where practical to eliminate unnecessary removal of vegetation.
 - 8.3.2 Hanging branches or accumulation of dry materials that pose fire hazards, may be trimmed or removed only as necessary as determined by the appropriate fire agency to maintain effective fire breaks or remove an immediate hazard.
 - 8.3.3 The responsible fire agency shall determine the width of all fire breaks.
- 8.4 Activities such as digging and climbing on the bluffs, which would damage and cause collapse or sloughing shall be prohibited. These activities shall be citable offenses.
- 8.5 Access points and parking lots which are accessible to vehicles after dusk must be lit to a minimum lighting level of one foot candle per square foot of surface. All lighting shall be directed away from residential areas and public streets so as not to produce a glare as seen from such areas in order to ensure the general safety of other vehicular traffic and the privacy and well being of the residential areas.

- 8.6 Improved park sites in the Limited Recreation and Developed Recreation Areas should provide security landscaping as required by the responsible police or sheriff's department, including, but not limited to, low shrubs with a maximum height of 24 inches and trees pruned up to 6 feet.
- 8.7 Numbered mile markers shall be painted along the bike trail every quarter-mile to aid public safety agencies in responding to emergencies. The markings should be large enough to be seen from a helicopter.

9.0 Area Plans

- 9.1 Area plans shall be reviewed by the County Recreation and Parks Commission when a physical change is proposed in the Parkway, to determine the appropriateness of the change.
- 9.2 Facilities or improvements shall not be constructed or installed unless specifically designated on the Area Plan Map.
- 9.3 Adoption or modification of an Area Plan or any of its components shall be determined to be consistent with the County General Plan, provided that it is consistent with the goals, policies, and general land use categories of this Plan.
- 9.4 Discovery Park Area
 - 9.4.1 Any improvements in the park must be able to withstand inundation for one to several months each year.
 - 9.4.2 Play apparatus, barbecue pits, public boat launches and similar facilities are not permitted at Jibboom Street East.
- 9.5 Cal Expo Area
 - 9.5.1 The remedy of previous violations of the Cal-Expo enabling legislation and the Bushy Lake Preservation Act and inconsistencies with the American River Parkway Plan should be considered a high priority.
 - a) Recreational activities in the Cal Expo floodplain shall be limited to the following:
 - Bicycling on the designated trail
 - Hiking, walking, running
 - Horseback riding on trails
 - Picnicking at Picnic Island or along the Jedediah Smith Memorial Bicycle Trail
 - Nature study
 - Habitat restoration

b) Appropriate facilities for these activities include the following:

- Drinking fountains and tables along the Jedediah Smith bicycle trail
- A designated pedestrian trail, parallel to the existing bicycle and equestrian trail
- A self-guided nature trail with interpretive signs around Bushy Lake.

9.6 Paradise Beach Area

9.6.1 Permanent structures and any other physical changes that would attract groups of users should not be introduced to the area.

9.7 Campus Commons Area

9.7.1 A suitable ramp should be constructed uniting the H Street bridge and the Parkway bicycle trail. These improvements should be coordinated with improvements to the Sacramento City bicycle route along Fair Oaks Boulevard and "H" Street.

9.8 SARA Park Area

9.8.1 The SARA Park site shall not be further developed.

9.8.2 The Rio Americano wetland/lagoon area should remain undeveloped and protected.

9.8.3 Any development or use of the Rio Americano area shall be consistent with the intent to reestablish the Oak-grassland biotic community.

9.9 Arden Bar Area

9.9.1 The following specific measures should be taken to improve the overall use and enjoyment of William B. Pond Recreation Area and its environs:

- a) The "buffer area" between the park road and the levee to the west excluding the area around the existing wooden building, shall be retained in the Protected Area land use category to provide a buffer between nearby residences and potential noisy Parkway activities.
- b) The area north of the vehicle entrance and the Jedediah Smith Memorial Bicycle Trail Bridge shall be designated Protected Area and managed as a "buffer area" to protect nearby residences, which are not separated from the park by a levee, from noise and disruption caused by active recreational activities.
- c) The eucalyptus trees along the levee shall be retained to provide visual screening for nearby residences. However, a row of screening native trees shall be planted parallel to

the eucalyptus. The eucalyptus trees shall be removed once the row of native trees have matured to create their own screen. All other nonnative trees and shrubs should be phased out and an extensive native planting program initiated to speed restoration of the riparian woodland environment.

- d) Public safety shall be improved by stabilizing those banks surrounding portions of the fishing pond, that are determined to be unstable.
- e) Abandoned haul roads, now used for emergency access and service vehicles, shall be reduced in number and width with an approved Parkway emergency access plan to lessen visual impact in the Protected Area.
- f) Plantings of native trees and shrubs in the Developed Recreation and Limited Recreation Areas shall be designed to provide protective linear greenbelt corridors for wildlife to use when crossing the areas.
- g) An interpretive program should be instituted within the William B. Pond Recreation Area. The program should include a discussion of the history of Arden Bar and its transition from a gravel quarry to a County recreation area. The two-story wooden building near the park entrance should be considered as an interpretive center.
- h) Where native fauna will not be disturbed, central areas of the intermittent ponds and depressions between the large "Arden Pond" and the Jedediah Smith Memorial Bicycle Trail Bridge should be deepened in order to provide water conditions to sustain warm water fish and provide for the expansion of the underdeveloped fishing area throughout the heavily used William B. Pond Recreation Area and to provide an alternative to the extensively developed "Arden Pond".

9.10 Goethe Park

- 9.10.1 In order to protect the Nature Study Area from incompatible uses, any expansion of the Developed Recreation Area should be directed away from this area.
- 9.10.2 New picnic sites in Developed Recreation Areas shall not be created by turfing land under the oak trees.

9.11 Ancil Hoffman County Park

- 9.11.1 The maintenance building and caretaker's residence shall be brought into conformance with architectural standards for Parkway structures.
- 9.11.2 Any replanting in the golf course maintenance yard and along the entry road should be done with native trees and shrubs. Plants used in landscaping along the entry road and around the

corporation yard shall eventually be removed and replaced with native vegetation. The area around the caretaker's mobilehome shall be considered a priority for revegetation, using plants native to the American River Parkway.

9.12 Rossmoor Bar

- 9.12.1 Pavement, whether for roads or parking, and other constructed facilities should be prohibited in the northern end of the bar.
- 9.12.2 The 6.7 acres of land adjacent to Cordova Park shall be transferred by fee title to the Cordova Recreation and Parks District for the purpose of expanding the steam train.

9.13 The San Juan and Sunrise Bluffs

- 9.13.1 The erosion potential of these areas shall be given primary consideration whenever land use decisions concerning these areas are made. If studies performed by the County indicate that erosion potential exists, development shall be prohibited.
- 9.13.2 Irrigation, surface drainage and vegetation removal on the bluffs should be controlled.
- 9.13.3 Slopes greater than 30 percent (17 degrees) are generally considered unsuitable for structures or human activity and therefore, should be retained in their natural state.

9.14 Sacramento Bar

- 9.14.1 The Sacramento Bar area contains natural vegetation and wildlife which should be protected from intensive intrusion.
- 9.14.2 The Nature Study Area along the western border of Sacramento Bar should be left in its natural state.

9.15 Sailor Bar

- 9.15.1 Any development of the Sailor Bar Area should consider activities which have minimal impact on natural vegetation, wildlife, and adjacent residential properties.

9.16 Upper Sunrise

- 9.16.1 More intensive development in the Upper Sunrise Area should not be considered because of the unique quality of the vegetation and the cultural resources which should remain fully protected.

10.0 Implementation

- 10.1 All planning activities in the Parkway shall be consistent with the goals and policies of this Plan.
- 10.2 All uses and facilities in the Parkway shall be compatible with the goals and policies of this Plan.

- 10.3 Any implementation of a physical development proposal shall not proceed to the contract drawing stage until a detailed site plan for the development has been adopted.
- 10.4 Adoption or modification of an Area Plan or any of its components shall be approved by the Board of Supervisors in accordance with the public hearing process described in this Plan.
- 10.5 The City and County of Sacramento Zoning Ordinances shall be used when considering uses and activities not otherwise addressed in the Parkway Plan. All ordinances applicable to the Parkway shall be consistent with the Parkway Plan.
- 10.6 The various agencies with jurisdictions in the Parkway shall coordinate planning and its implementation for the Parkway.

11.0 Financing Mechanisms

- 11.1 The County, from the General Fund, shall support the basic organization, facilities, personnel and equipment for interpretive programs in the Parkway, recognizing that interpretive programs are essential to good resource management.
- 11.2 Contributions from various interest groups should supplement and enrich County-funded interpretive programs.

CHAPTER 3 RESOURCES OF THE PARKWAY

INTRODUCTION

The purpose of this chapter is to identify valuable resources in the Parkway that should be preserved or protected, to set forth policies for their preservation or protection, and to outline the components of an educational program that would interpret these resources. The first two major headings in this chapter, Natural Resources and Human Historical Resources, identify the resources and the protective measures for them. The third major heading, Interpretive Resources, outlines the specific components of the interpretive program and discusses the need for a long range interpretive plan.

NATURAL RESOURCES

Physical Geography

The Lower American River, having a drainage area of approximately 120 square miles is characterized by long tree-lined pools which are separated by gravel-bottomed riffles. From just above the Nimbus Dam, the Lower American River emerges from the Sierra Nevada foothills into the rolling upland plain of the Sacramento Valley. The plain gradually flattens where it meets the alluvial floodplain of the Sacramento River. In the Folsom and Nimbus areas, large amounts of dredger tailings are scattered through the terrain. The tailings are remnants of gold mining operations and are composed of large boulders which may be covered with a thin layer of topsoil and sparse vegetation. The floodplain of the Lower American River is bordered by high bluffs in its upper reaches, and by levees in its lower reaches.

Vegetative Communities

The American River Parkway is rich in outdoor resources. Starting at the Folsom Dam and ending at the Sacramento River, the Parkway extends 29 miles, passing through six distinct vegetative units: riparian, freshwater marsh, oak woodland, grassland, oak grassland and shrub grassland. A great variety of plant and wildlife species inhabit these natural areas, offering opportunities for interpretation, personal observation, and discovery unparalleled in any other large urban area. These natural areas should be protected.

These vegetative units and their associated wildlife comprise biotic communities which are the basis for land use in the Parkway. The land use categories for the Parkway are based upon the sensitivity of the associated biotic communities to human intrusion. As a result, the more sensitive biotic communities are generally placed in the Nature Study Area and Protected Area land use categories.

Riparian:

The Riparian zone is found within the river floodplain. Cottonwoods and willows are predominate, attesting to the viability of these species to endure winter flooding. Shrub and vine thickets often grow immediately adjacent to sand bars or along the riverbank. The lush ground cover is essential to the survival of many species of wildlife and to the aesthetics of the riverside. The high value of this zone as a natural area dictates certain limits on the amount of human use.

Freshwater Marsh:

Marshland is a natural center of life in the Parkway. Cattails, rush and sedge are typically found along marsh peripheries, while the deeper water is commonly covered by water primrose. These wet areas are host to many animals which depend on the aquatic medium to support one or more phases of their life cycle. Water naturally attracts the more terrestrial vertebrates that feed on the vegetation or on the other creatures which abound here. Marshlands are excellent nature study areas.

Oak Woodland:

This is a heavily wooded area consisting of Valley Oak, Blue Oak and Interior Live Oak with California Black Walnut and Cottonwood on wetter sites. Many animals live permanently along the edge of Oak Woodland, while others frequent the area temporarily while on their annual migration. Because of its value as a wildlife sanctuary, this zone is generally protected from intensive human activity. Natural oak regeneration has not occurred to any great extent in the Central Valley for over 100 years because most suitable reproduction sites have been developed or are used in such a manner that reproduction does not occur.

Grassland:

Grassland is found on the Parkway lands outside the normal flood zone and consists almost exclusively of invader forbs and grasses, such as Rip-Gut, Foxtail Brome, Wild Oats, and Star Thistle which are more aggressive than native species even though the native species have a higher wildlife value. Because limited species of annual plants grow here, this area supports a comparatively small number of animal species.

Oak-Grassland:

The Oak-Grassland is the most botanically diverse unit along the river. It is a transition zone between Oak Woodland and Grassland, featuring many elements of each. Where topography and soil moisture are unsuitable for a solid stand of oaks, a less dense canopy is formed. This zone is becoming rare in California today.

Shrub-Grassland:

This is an area of convergence between Grassland and Riparian lying within the river floodplain. The most obvious plant is Willow, but Coyote Bush and California brickellia are also scattered along the sandy beaches. As available river water seepage decreases, so does the density and vigorous growth of this vegetation type. The increase in sunlight, and greater development of soil allows Grassland plants to replace the more luxuriant Riparian understory. Oak and Shrub-Grassland may contain unique sites such as nesting areas, where isolation or protection are required.

Native Plant Restoration

The native riparian vegetation along the American River, in the Parkway, represents a plant community that is rapidly becoming rare in California. It is a rich community supporting a greater diversity of animal life than any other plant community in this State. There are unique opportunities for protection, enhancement and restoration of these threatened and valued areas of native vegetation. The policy and action plan sections (Chapters II and XI) address this subject in further detail.

Aquatic Communities

The aquatic communities in the Parkway are diverse, including insects, plants, reptiles, amphibians, fish, birds and mammals. Likewise, the interpretive and educational opportunities are diverse. The fish communities are the most widely recognized, due in large part to the popularity of sport fishing on the American River. A number of anadromous fish are found in the river. These fish live most of their lives in salt water, and return to fresh water streams and rivers to spawn.

King Salmon enter the river between September and November and swim upstream on their migratory run. The number of fish in the yearly run varies considerably from year to year, due in part to river conditions existing when the migrating fish were spawned three or four years earlier. Water temperature and flow levels are major factors in the successful development of a salmon egg into an adult fish. At temperatures above 57 degrees Fahrenheit, many eggs perish. High flows seem to promote a higher rate of survival of young salmon, possibly by moving them downstream with less exposure to predators and by providing more food. High water can also reduce the loss of young fish to pumping, water diversion, pollution, and other man-made hazards encountered by small salmon on their way through the Sacramento-San Joaquin Delta and San Francisco Bay to the ocean. Salmon on their spawning run can be easily observed at a number of points along the Parkway. They provide an opportunity for thousands of Sacramento area residents to study this natural phenomenon. As much as 80% of each year's run spawns in one of 14 riffles within the five miles of the Parkway below the Sunrise Bridge. This natural spawning takes place where fist-sized gravel is covered by fairly swift water.

Steelhead trout, like salmon, spend most of their growth period in salt water and return to the river to spawn. Unlike salmon, they do not always die after spawning. Because different strains of steelhead have different life cycles, spawning steelhead can be found in the Lower American over a greater span of months than salmon. Steelhead are a smaller fish than salmon and in a free flowing river seek small side tributaries with smaller gravel as ideal spawning territory. Nevertheless, a significant number of steelhead spawn naturally in the Lower American. The Department of Fish and Game has experimented during the past 25 years by introducing steelhead strains from other rivers in order to produce larger fish or to spread the run in the Lower American over more months of the year.

Shad were introduced from the East Coast in 1871 and quickly spread throughout the Sacramento River system. Large numbers of shad are in the Lower American, usually from early May through July. While shad will enter the river when the water temperature is in the 50s, they will not spawn until the water reaches a daily maximum of at least 59 degrees. The spawning occurs on the surface, and eggs drift downstream before hatching.

Like the shad, striped bass were introduced to the Sacramento Valley from the East coast. They multiplied rapidly and for a period were sought commercially. In recent years their population has dropped dramatically, a possible result of increased pumping in the Delta where young fish spend a critical growth period of their lives. The rise and decline of the overall striped bass population is reflected in the population of the fish in the river throughout the Parkway. Striped bass return from the ocean in the early spring. They are found along the length of the Lower American during the summer.

Besides the anadromous fish that seasonally inhabit the river, a number of freshwater fish can be found. Gold and gravel dredging have left clusters of ponds throughout the Parkway which are cut off from the river itself. Where

deep enough for water to meet oxygen and temperature requirements, these ponds hold populations of largemouth bass, bluegill, crappie, sunfish, and catfish.

The boundary between the aquatic communities and the land-based biotic communities is not distinct. Just as the vegetative units on the land include riparian and marshland communities, some components of the aquatic communities are dependent upon land for their existence. Amphibians, beaver, and waterfowl are examples of the creatures that can be observed inhabiting both general types of communities.

Wildlife

The Lower American River supports a variety of wildlife species, including birds, mammals, reptiles and insects. Certain species, designated as endangered, threatened or rare by State and Federal agencies, are legally protected. The protected species include the Valley Elderberry Longhorn Beetle (*Desmocerus californicus dimorphus*), the Bald Eagle (*Haliaeetus leucocephalus*), the Swainson's Hawk (*B. swainsoni*), and the Bank Swallow (*Riparia riparia*). A report prepared in February, 1985, by Sands, Sanders, Beedy, Holland and Dains, concluded that most of the species designated as endangered, threatened or rare have been given sensitive status because the riparian habitats they require are endangered.

One of the great values of the American River Parkway is that it provides for the protection of the riparian landscape in a near-natural state within a metropolitan area. For example, Goethe Park has been Federally designated as a "critical habitat" for the Valley Elderberry Longhorn (VEL) Beetle in the VEL Beetle Recovery Plan. Wildlife inhabiting the areas along the Lower American River are dependent upon the riparian vegetation growing in the area. According to the Sands report, "the abundance and diversity of wildlife in riparian habitats is a function of several interrelating factors, including vegetation structure, microclimate conditions, edge effects and availability of water, food and cover." In addition to the protected species mentioned previously, reference materials discussing riparian habitat within the Sacramento Valley periodically include information concerning the following rare, endangered or threatened animal species:

1. American peregrine falcon (*Falco peregrinus anatum*)
2. California yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
3. Giant garter snake (*Thamnophis couchi gigas*)

Siting of the named species are infrequent, due to the scarcity of their populations. Confirmed sitings of the California elderberry longhorn beetle and the Swainson's hawk, or evidence of their existence, have been made in the Parkway. However, there is a need for much more research to determine whether additional endangered, threatened or rare species inhabit the Parkway. The State of California has given statutory protection (Fish and Game Code Section 3511) in the form of "Fully Protected" status to several species of birds which are considered to be of particular importance. Among the designated "Fully Protected" species is the Black-shouldered Kite, (formerly called White-tailed Kite), (*Elanus leucurus*) which inhabits the Ancil Hoffman Park Nature Study Area, the Bushy Lake State Natural Preserve and other areas of the Parkway.

The California Natural Diversity Data Base, a section of the California Department of Fish and Game Planning Branch, maintains an inventory of the confirmed sitings of endangered, threatened, and rare plant and animal species. The staff work closely with the Nature Conservancy and the California Native Plant Society, a nonprofit organization. These organizations are valuable

resources and should be contacted on a regular basis to ensure the integrity of the habitat.

HUMAN HISTORICAL RESOURCES

There are three recognized periods of human history represented in the Parkway. These periods are: American Indian, Hispanic, and American. The earliest inhabitants of the American River and its tributaries were the Maidu Indians, or Nisenan. Evidence of their culture can be found in the remains of villages, burial sites, and artifacts. While site locations are not made public in order to avoid vandalism, there is ample evidence of this culture, including archaeological studies and oral histories that provide a rich interpretive resource.

The Hispanic era of California's history includes the period of exploration of Northern California by fur traders and explorers such as Gabriel Moraga and Jedediah Smith. John Sutter's settlement in Sacramento and subsequent role in the discovery of gold on the Upper American River highlight this era. Written records and State Park resources aid interpretation of this colorful period of exploration and discovery.

The American era begins with the gold rush and continues to our present day. Along the Parkway, dredger tailings and remnants of hydraulic mining equipment provide traces of the gold rush and mining activity. Remnants of farm buildings, fences and orchards are evidence of the agricultural development that followed the gold rush and in turn gave way to urban development.

INTERPRETIVE RESOURCES

Interpretation is the communication of information and values of a resource area to the visiting public, through the use of educational signs, exhibits and nature trails, guided walks and tours, publications and other media.

Interpretation or education is an essential element of this Plan.

Interpretation increases people's awareness of their surroundings, and helps them understand the value of the Parkway as open space and as a resource for natural and cultural history. Interpretive services are a practical tool for park management, and enhance the enjoyment of visitors. Visitors who understand the components of the scenery that they come to enjoy will want to protect it. Visitor centers and naturalists not only teach appreciation, but forestall inestimable damage to Parkway facilities. Interpretation also helps people to understand the relationship between this plan and the preservation and operation of the American River Parkway. The opportunities for interpretation are limitless, but a successful and productive program requires planning, coordination, funding and staffing.

The first known formal interpretation on the American River Parkway was done by Mrs. Effie Yeaw, a teacher and conservationist. With a small group of volunteers, Mrs. Effie Yeaw took many school children on walks through Deterding Woods, which is now the Ancil Hoffman Park Nature Study Area. When the Woods were purchased by the County for inclusion into Ancil Hoffman Park, Mrs. Yeaw and the volunteers continued to offer guided tours.

Over the years volunteers were replaced with County employees. The program was expanded to include C.M. Goethe Park and the Lower Sunrise area. Special programs were developed including night hikes and living history presentations. Up to 25,000 people a year, primarily school children, have participated in the programs. In 1976, the newly constructed Nature Center was built to serve the

growing program. It is named the "Effie Yeaw Nature Center", in honor of the woman who inspired the program. This center, located in Ancil Hoffman Park adjacent to the Nature Study Area, houses an exhibit hall, staff work area, and space for indoor interpretive programs.

In 1978, the voters of California approved Proposition 13. Funding for parks and recreation was severely cut and many programs were eliminated or placed on a self-sustaining fee basis. The interpretive programs and the Effie Yeaw Center were proposed for elimination. A group of citizens sought continuation of the programs and the Center was staffed by the County Park Ranger Unit with tours provided on a fee basis. Subsequently, that group of citizens formed the American River Natural History Association (ARNHA) and incorporated as a non-profit, tax-exempt educational organization to aid and augment interpretation on the Parkway. The Association has provided volunteers, developed interpretive publications, operated a puppet theater, hosted special events, and contributed funds for special projects.

In 1984, a manager was hired by contract for the operation of the Center and the interpretive programs with the responsibility for seeking additional community financial support. Under the contract manager, with the help of ARNHA, the American River Parkway Foundation and volunteers, programs were expanded, exhibits were upgraded, school outreach programs were initiated, and County and community financial support increased.

Components of an Interpretive Program

The components of an interpretive program are: Signs, exhibits, nature trails, guided walks and tours, publications and other media and research.

Signs should direct visitors to points of interest and explain park features. Signs are also essential to make visitors aware of rules and regulations for proper conduct and resource protection by informing visitors of what they can and cannot do.

Exhibits and nature trails introduce visitors to natural and historical features. Exhibits range from major museum displays to small trailside shelters. Signs are used along nature trails to interpret natural and historical features. Exhibits and nature trails are needed in the Parkway to accommodate the high volume of use and to promote protection of the fragile landscape. The six biotic communities and the three periods of history should be covered.

Guided walks and tours provide an enjoyable learning experience for Parkway visitors. Educators find that the Parkway is an outdoor laboratory which can be supplemented by the formal indoor classroom. Tours should be provided for all grade levels and for all age groups. Walks and tours may be conducted by community groups and by County staff and volunteers.

Publications and other media should be part of an interpretive program to help promote appropriate uses of the Parkway and to educate visitors.

Research to expand the knowledge of the Parkway, as noted in the following section, should be promoted with a major goal being the development of an annotated checklist of the plants and animals within the Parkway. Such information would serve as an interpretive resource, as well as a valuable management tool for guiding land use decisions.

Detailed information about interpretive program components is provided in the action plan section (Chapter 11) of this Plan.

Long Range Interpretive Plan

A long range interpretive plan is essential to the future of an effective interpretive program in the Parkway. This plan will include both long-term and short-term goals. The adopted interpretive plan will be included in the action plan section of this Plan.

Table 3-1 lists interpretive facilities and programs existing within the Parkway, and recommends additional facilities and programs that should be included in the interpretive plan. A basic program should serve all visitors regardless of their ability to pay for services. Special programs, classes and workshops could be provided and funded through fees. Interpretive programs can be expanded by encouraging educational programs in the Parkway by environmental and educational groups.

As the interpretive program in the Parkway expands, care must be taken not to impact any one area. Walks, guided tours, and programs should be spread throughout the Parkway, covering all ecosystems and serving all segments of the community.

TABLE 3-1
Interpretive Educational Facilities and Programs
in the American River Parkway

	Interpretive Displays	School Tours	Self-Guided Trails	Guided Walks	Campfire Programs	Information Boards	Living History Museum	Mining Exhibits	Indian Cultural Demonstration	Fish Spawning Observations	Handicapped Accessible Trails	Orienteering	Publications	Teacher Workshops	Overnight Outdoor Education
Discovery Park/ Bannan Island		R	R	X		X							R		
Tiscornia Park															
Camp Pollock/ Northgate															
Jibbom Street															
Bushy Lake/ Cal Expo Floodplain		R		X											
Paradise Beach															
Campus Commons						X									
Howe Avenue						X									
Watt Avenue															
Harrington Access															
Waterton Access															
Gristmill Access															
Arden Bar/ William B. Pond Park				X/R		X					X/R				
Goethe Park		R	R	X	X										X
Sarah Court															
Cordova Strip															
Ancil Hoffman Park		R	X	X											
Effie Yeaw Interp Ctr	X	X	X		X	X/R		X	X/R	X/R			X	X	
Rossmoor Bar															
Sacramento Bar															
Sailor Bar		R	R	X	X	R		R							X
Upper Sunrise/ Lower Sunrise		R	R	X	X	X				R		X			X
Lake Natoma Unit of Folsom Recreation Area							R		R						

X = Existing

R = Recommended

X/R = Existing, with recommended expansion

CHAPTER 4 FLOOD CONTROL AND WATER FLOWS

WILD AND SCENIC RIVERS STATUS

State Wild and Scenic River System

The California Legislature passed the State Wild and Scenic Rivers Act in 1972. The legislature said that it was the State's intent that "certain rivers which possess extraordinary scenic, recreation, fishery, or wildlife values shall be preserved in their free-flowing state, together with their immediate environment, for the benefit and enjoyment of the people of the State." The Lower American River was included in the State Wild and Scenic River System in 1972 when the State Act was passed. The Lower American was given the system classification of "recreational." Recreational rivers are defined as rivers "readily accessible by road or railroad, that may have some development along their shorelines, and that may have undergone some impoundment or diversion in the past."

Federal Wild and Scenic Rivers System

The Lower American River was included in the Federal Wild and Scenic Rivers System during the final days of the Carter administration. Designating the Lower American River a recreational river under the Federal Wild and Scenic Rivers Act results in a prohibition of Federal construction, assistance, or licensing of water projects "adversely affecting the characteristics qualifying the river for the national system".

FLOOD CONTROL AND LEVEE PROTECTION

Water releases into the Lower American River are controlled by dams operated by the U.S. Bureau of Reclamation. Controlled flows may be as high as 115,000 cubic feet per second (cfs). Although the levees of the Lower American River are designed to a capacity of 152,000 cfs, with 3 feet of freeboard, flows above 115,000 would occur only under extraordinary circumstances.

Levee maintenance and protection measures are subject to a complex web of permit review and approval by various Federal, State and local agencies. The list of agencies having jurisdiction varies according to the location and extent of the levee project, but may include the State Lands Commission, State Department of Fish and Game, U.S. Department of Fish and Wildlife, U.S. Bureau of Reclamation, State Reclamation Board, local Reclamation District 1000, American River Flood Control District, U.S. Army Corps of Engineers, State Department of Water Resources, and the U.S. Coast Guard.

Each of these agencies has a specific charge in reviewing river channel and levee maintenance projects. Unfortunately, none of these agencies is directly responsible for reviewing the aesthetics of a project. That responsibility should be assumed by the City and the County of Sacramento.

Erosion Control Methods

There are a number of methods commonly used to control levee erosion. The choice of method is often determined by the nature of the erosion, speed and direction of the current, steepness of the bank, soil properties, availability of materials, access, financial considerations, and aesthetics. Depending upon the circumstances, methods which have been used include vegetation, bank shaping, surface soil stabilizers, gabions, wire mattresses, riprap, dikes, bulkheads, fences, keller jacks, concrete blocks, sand or cement bags, rubble and used tires. These methods work by either directing current away from an eroding bank, selectively slowing the current so that it will deposit material, protecting the surface of the slope from unavoidable current, or simply stabilizing the slope so that it does not collapse or erode due to water saturation or other causes not directly related to the river current.

These methods should only be used when there is a demonstrated need to protect the health, safety, and welfare of the community. The natural process of stream morphology includes the erosion of older, more established habitats along the bank. Deposition of the eroded bank material is sorted out naturally. Cobbles, gravel, sand and other materials are sorted across and down the stream forming new spawning areas and point bars. The formation of new point bars is critical to the life of streambank vegetation. Newly deposited sandy material becomes the site for the establishment of sedges and willows. Through a process of plant succession, these point bars eventually become cottonwood-oak riparian forests. New riparian habitats replenish old habitats through the natural process of erosion, deposition and plant succession. This process is necessary to the natural evolution of the Parkway.

The following is a brief description of erosion control methods and their applicability to the American River Parkway.

Vegetation - This method is preferred in areas not subject to scouring and shall be included in any slope stabilization project. Vegetation resists erosion in several ways. First, the root systems help to hold the soil together by forming a binding network. Second, exposed branches and foliage under the water tend to slow the current, thereby reducing scour. Third, vegetation reduces the impact of raindrops and slows erosion. Finally, vegetation removes water from the soil, reducing water saturation.

Properly planned, vegetation is attractive, relatively inexpensive and can be used to screen structures or other erosion control methods from view.

Bank Shaping - This method involves redistribution of slope material to eliminate rough spots along the shore which cause eddy currents, or the creation of a more gentle slope which will be less prone to erosion. Bank shaping is a necessary component of many slope stabilization projects. However, it is disruptive to vegetation and should be avoided if possible. Any bank shaping project should be followed by a revegetation program.

Soil Surface Stabilizers - Soil surface stabilizers are applied directly to the surface of the slope to inhibit erosion. Some soil surface stabilizers, such as gunite, involve the use of cement, which is unsightly and permanently disruptive to plant and animal life. Other stabilizers involve the use of petroleum by-products which are transparent. Interlocking cylinders of concrete or plastic filled with native soil for vegetation

growth is another type of stabilizer. The use of these materials is inappropriate in the Parkway. However, mulches composed of straw, hay, or wood chips may be used to temporarily stabilize exposed soils during seeding.

Gabions and Wire Mattresses - Gabions are large wire-mesh baskets which are set in place on a prepared slope and then filled with rock and closed at the top to make large porous building blocks. Wire mattresses are similar, except that they are shallower and are usually laid upon a slope, rather than stacked, to form a staircase effect. Gabions and wire mattresses are very effective for erosion control and have been used successfully at several locations along the Parkway. Care must be taken to design and vegetate gabions so that they are completely screened from view. If conditions permit, gabions should be placed to resemble a natural slope, rather than being stacked in staircase fashion.

Riprap - Riprapping is an erosion control method in which rocks and cobble are dumped on a slope at the water's edge. It is an effective erosion control measure under certain circumstances, but is generally discouraged in the Parkway. The ability of riprap to resist erosion depends on many factors, including the shape and size of the rocks and cobble, the steepness, roughness and shape of the slope and the thickness of the riprap layer. Riprap should consist of blocky stones rather than elongated ones so that they nest together. The size of the stones needed increases with the steepness of the slope. Therefore, to be effective, riprap must be correctly sized and shaped, and placed on a suitable slope. Otherwise, the material tends to be washed away by high currents. Although riprap has been used in the Parkway, the resultant slopes are unsightly unless effectively revegetated. Additionally, riprap tends to be less permanent than gabions. Riprap should not be used in the Parkway unless gabions prove ineffective.

Dikes - Dikes, or wing dams, are projections into the river which direct current away from an eroding shoreline. These structures are under water during normal or high flows, but may be visible during low flows. Although dikes and wing dams can be effective in certain circumstances, the experience in the Parkway has been negative, and their use is not considered appropriate. Their effect on aesthetics and aquatic life must be carefully considered.

Bulkheads Bulkheads are solid walls constructed on a slope to halt erosion. They are unnatural in appearance, unsightly and dangerous cement structures. New bulkheads should not be permitted as erosion control in the Parkway.

Fences and Kellner Jacks - Fences and kellner jacks are placed in the river to divert or slow current along an erosion-prone bank. These methods could create dangerous conditions for boaters and rafters and shall not be allowed in the Parkway.

Concrete Blocks, Sand or Cement Bags, Rubble, Used Tires - Each of these methods involves placing material on a slope to reduce erosion. These, and similar methods are unsightly and should be avoided in the Parkway.

Erosion Control Programs

Potential erosion sites shall be inventoried and appropriate erosion control methods proposed. Where there is a conflict between the preservation of the natural environment and public or private facilities and structures, the erosion control method used should consider the natural environment, while protecting the health, safety and welfare of those persons using the Parkway and adjacent areas, and protecting the structures and facilities located in and adjacent to the Parkway. Acquisition of threatened land and structures shall be considered along with the more traditional structural approaches. To be effective, erosion control measures must be carried out in a comprehensive fashion. Each project must consider the nature of the erosion, the need for erosion control at the particular location, the appropriate method for effectively controlling erosion with the least damage to riparian vegetation and wildlife, and the aesthetics of the final project. The details of a proposed amendment to the County's Parkway Corridor (PC) Combining Zone are included in the action plan section (Chapter 11) of this Plan.

WATER FLOWS

The County of Sacramento is involved in a lawsuit with the East Bay Municipal Utility District (EBMUD) to require that the District take water at a point below the mouth of the Lower American River, so that the water may be put to maximum beneficial use and serve the diverse needs in the Lower American River as well as the consumptive demands of EBMUD. Research into the flow requirements for the various river components is being conducted for the County by experts in hydrology, water quality, fisheries, recreation, riparian vegetation, and wildlife. These experts have presented information to the State Water Resources Control Board that establishes that the flows required under Decision 1400 are inadequate. Decision 1400 was passed by the State Water Resources Control Board in 1972 and has no legal effect without the construction of Auburn Dam.

There is ongoing research and public input regarding what required flows should be. The research being conducted to establish the optimum flow range required for the river will serve to quantify how much water is needed for the various river components. When the required flow levels for the Lower American River are determined, those flows will be incorporated into the policies of this Plan.

CHAPTER 5 RECREATIONAL USE OF THE PARKWAY

The purpose of this section is to describe the permitted recreational activities in the Parkway. These activities are divided into five categories: Nature Study, Recreational Living, Recreational Locomotion, Participating in Games, Sports, and Athletics, and Fishing. Each of these categories is divided into an inclusive list of permitted recreational activities. The list of prohibited activities and facilities listed in Policy 4.14, provides further guidance to decisionmakers for interpretation and amendment of this Plan. The absence of an activity or facility from the latter list does not imply that the activity or facility is permitted.

GROUP ACTIVITIES

Nearly any recreational activity that is permitted in the Parkway could involve a group activity. While group activities are a recognized use of the Parkway, large group activities may conflict with other activities in the Parkway, possibly to the exclusion of other Parkway users. For the purposes of this plan, a large group is defined as any organized group of over forty persons; a medium group is defined as any organized group of twenty-one to forty persons; and a small group is defined as any organized group of eleven to twenty persons; whether assembled for competitive or noncompetitive purposes.

PERMITTED RECREATIONAL ACTIVITIES

Group One: Nature Study

This group of activities is generally passive, and requires little, if any, improvements in the Parkway. The permitted uses are:

- Sightseeing, study and appreciation of natural features, man-made features, people, or events.
- Painting and Sketching
- Photography
- Reading and Writing for Pleasure

Group Two: Recreational Living

This category of Parkway usage includes activities which are dependent upon an outdoor environment for the enjoyment of the activities.

- Picnicking.
- Day Camping. This use is permitted for organized groups, by reservation.
- Group Overnight Camping. This use is permitted in designated group camping areas within the Lake Natoma Unit of Folsom Lake State Recreation Area, and in designated primitive camps, by reservation in the County-operated portion of the Parkway.
 - Primitive camps in the Parkway:
 - should be near a Nature Study Area.
 - should be located in a Protected Area or a Limited Recreation Area and should be isolated so that they do not compete with other Parkway uses.

- should be undeveloped, in that the sites should not have permanent restrooms or other facilities that would attract casual day users.
- should be accessible by vehicle for the transport of portable restrooms and for emergency access.

The designated County-operated primitive camps should be limited to those existing facilities at the Upper Sunrise Area, Sailor Bar and Goethe Park. Camp Pollock, operated by the Boy Scouts near the Twelfth Street Bridge, is a recognized non-conforming use.

- 2-4 **Overnight Camping by Individuals** (one to two persons) **or Family Groups** (three to ten persons). This use is permitted only in the family and individual campsites which are available upstream from Hazel Avenue, in the Folsom Lake State Recreation Area.

Group Three: Recreational Locomotion

This group of activities involves movement from one location to another, for pleasure. Recreational locomotion is the most popular activity in the Parkway. Motor vehicles are prohibited, except on designated public access roads.

- **Walking, Hiking and Running.** These activities are permitted on trails throughout the Parkway.
- **Horseback Riding.** This activity occurs only on designated equestrian trails.
- **Bicycling.** The Jedediah Smith Memorial Bicycle Trail runs along the entire length of the Parkway. It connects Discovery Park to Folsom Lake. Although the trail is designated for bicycle use, it is heavily used by hikers and joggers.
- **Swimming, Including Wading, Snorkeling and Scuba Diving.** These activities are not encouraged in the river because of swift currents; however, they are recognized uses in the Parkway. Wading can be a potentially dangerous activity since the river bottom can be slippery and uneven. Many waders are nonswimmers, compounding the potential danger in the case of an accident.
- **Boating, Including Canoeing, Kayaking, Rafting, Sailing, Motorboating and Similar Activities.**

Group Four: Participating in Games, Sports and Athletics

This group includes organized competitive activities which are pursued at fixed locations in accordance with predetermined rules for recreational purposes.

- **Team Gamefield Sports.** This use includes soccer, baseball, football, lacrosse, rugby and similar games. These activities may be pursued on multi-purpose gamefields throughout the Parkway. Gamefields may be incorporated into large picnic facilities in Developed Recreation Areas.
- **Outside Court Sports.** This use includes volleyball, badminton and other games which can be played on an outside grass court. These activities will normally occur near picnic facilities or on multi-purpose game fields.

- **Golf.** The two golf courses are located in the Ancil Hoffman Park and in the Campus Commons area, which is downstream from the "H" Street Bridge on the north side of the river. The Ancil Hoffman Golf Course, the separate driving range at Ancil Hoffman County Park and the Campus Commons Golf Course are recognized nonconforming uses in the Parkway. New golf courses are not permitted in the Parkway because they require a dedication of large areas of land to exclusive single-purpose activity and involve substantial disruption to the land, vegetation and wildlife.
- **Archery.** Discovery Park includes an archery range and a field archery course. These facilities are recognized nonconforming uses.

Group Five: Fishing

- **Fishing.** Fishing is permitted year round in the Parkway, except during fall and early winter when the river is closed from Ancil Hoffman Park to the Hazel Bridge to protect spawning fish. The river supports a number of sea-run fish, including steelhead, king salmon, shad, and striped bass. These are pursued from boats, the bank, and by wading. In addition, commercial fishing boats offer drift fishing trips on the river.

Populations of largemouth bass, bluegill, crappie, sunfish, and catfish thrive in certain dredger tailing ponds where the water is deep enough to meet oxygen and temperature requirements. Efforts should be made to maintain these ponds, and where feasible, deepen them to provide for warm water fishing. Dredging of these ponds should not occur where plant life would be damaged. Both Sacramento Bar and Arden Bar present examples of places where deepening might be considered.

CHAPTER 6 NONRECREATIONAL USE OF THE PARKWAY

Although the American River Parkway is a public recreational area, certain activities and facilities occur which are not recreational in character. Some, but not all, of these activities and facilities are incidental to the recreational use of the Parkway. The purpose of this section is to identify nonrecreational uses in the Parkway, and to provide guidance in permitting or prohibiting those uses. This section may be amended as new nonrecreational activities and facilities are identified.

COMMERCIAL ACTIVITIES

Commercial activities which occur on the Parkway are usually operated by private concession rather than by the County. A concession is a privately operated activity, usually for profit, which occurs on public domain by authorization of a responsible authority. A number of concessions have been awarded within the Parkway, including raft and canoe rentals, activities associated with the Ancil Hoffman Golf Course and operations of the Effie Yeaw Interpretive Center. Concessions are normally awarded when a desired activity or service can be accomplished more efficiently by a private entity than by the County.

Commercial activity by concession can be divided into two general groups: services and sales. Commercial services include such activities as garbage pickup, maintenance of grounds and structures, professional instruction, rental and boarding of horses. Commercial sales include food, recreation equipment, "convenience items" and other activities involving merchandise. These two groups may occasionally overlap. For example, a golf rental concession may include a retail pro shop. The primary purpose of any permitted commercial activity should be consistent with the goals and policies of this Plan. Recommended criteria to facilitate determinations on the establishment of commercial activities in the Parkway are included in the action plan section (Chapter Eleven) of this Plan.

CARETAKERS

Caretaker facilities have been installed at various places within the Parkway. Caretakers reside in the Parkway, usually in mobile quarters, in exchange for specified maintenance and surveillance responsibilities.

The use of caretakers should be considered wherever lack of surveillance is a problem. Caretakers are not presently acting in an enforcement capacity. Law enforcement is the responsibility of the rangers and other law enforcement agencies.

AGRICULTURAL

Some lands within the Parkway are under lease for agriculture. These leases should be allowed until overcrowding of portions of the Parkway warrant expansion of facilities, or there is a desire to restore the land to a more naturalistic state.

PUBLIC UTILITIES

The Parkway, which extends approximately twenty-nine miles through an urban area, is crossed by electrical lines, sewer trunk lines, water lines, and other public utility facilities. Several pumping stations, including the Sacramento City Main Pumping Station, are located along the river. The establishment of these facilities in the Parkway should be consistent with the goals and policies of this Plan.

LOCAL DRAINAGE

The Parkway is a natural drainage course. Local runoff is carried to the river by way of varied types of underground culverts, lined channels, and in some cases by natural streams. Some cascade down open rocky slopes to the river, some are completely hidden by dense vegetation so that only the gurgling of water indicates their locations, and some dump directly into the river from protruding culverts through gate valves.

ARCHITECTURAL STANDARDS FOR STRUCTURES

Whether intended for recreational or nonrecreational use, structures of any kind affect the character of the Parkway. A structure can be as small as a garbage can enclosure, or as large as a freeway crossing, yet each significantly affects the Parkway. In order to minimize their potential negative impacts, all structures in the Parkway should be consistent with the goals and policies of this Plan.

CHAPTER 7

LAND USE

Five general categories have been developed to describe land use suitabilities within the Parkway. Together they form a continuum from non-developed land to the most intensely developed land. The five categories are: Open Space Preserve; Nature Study Area; Protected Area; Limited Recreation; and Developed Recreation. A sixth category, Recreation Reserve, sets aside certain agricultural lands for future recreational use.

Several criteria are used to place areas of the Parkway into these general categories. Environmental conditions considered include vegetation, topography, soils, wildlife, and drainage. Other criteria include the size of the tracts of land, location, relationships to adjoining uses, past usage, accessibility, and recreational demand.

The purpose of classifying areas into these six general land use categories is to guide the use of the land to achieve maximum recreational enjoyment in a manner sensitive to the capabilities and environmental qualities of each area. Each general land use category identifies the type of human use appropriate for the particular setting, and has a list of uses which may be permitted. All facilities and improvements shall be consistent with an adopted area plan. An area plan, (as described in Chapter 10), is specific to an individual portion of the Parkway. Each area plan describes in detail the location, purpose, and features of a specific area, and details the permitted activities and facilities that are appropriate for that area.

To further guide future decisions on proposals for improvements and facilities, each land use category describes the size of the anticipated user-group for that land use area. These user-groups are individual (one to two persons), family (three to ten persons), small group (eleven to twenty persons), medium group (twenty-one to forty persons), and large group (over forty persons). Large group facilities should be permitted only after a careful analysis of impacts and needs.

Intensity of use is often discussed in terms of the recreational carrying capacity. Carrying capacity refers to the maximum user density and frequency allowable without significant degradation of the environment or the recreational experience. It is difficult to measure the carrying capacity of a particular unit of the Parkway. However, the use of proper design criteria, control measures, and monitoring can provide a means of identifying and maintaining a level of visitor use within the carrying capacity. If an area begins to show signs of overuse, such as damaged vegetation, change in wildlife species composition, erosion, or soil compaction; it is evident that the carrying capacity has been exceeded; and the number of people permitted in that area should be reduced; or it should be temporarily closed to permit recovery.

The six land use categories are defined herein. The locations of these six categories are shown on the area plans.

OPEN SPACE PRESERVE

Description and Purpose

This designation is utilized for a few special areas along the face of the bluffs and a number of ravines, mostly in the communities of Fair Oaks and Carmichael, that will be preserved as open space because they are valuable in their present state. The Open Space Preserve designation does not necessarily imply public ownership or use, but requires that the land remain undeveloped, using measures as necessary to accomplish its preservation. It is not the intent of this designation to regulate land uses allowed on private property in accordance with the regulations of the Parkway Corridor Combining Land Use Zone.

Activities

Human activities in the Open Space Preserve Areas will be minimal, because of unsuitable topography, inaccessibility, private ownership, and other factors. It is the intent of this Plan to prohibit human activity in these areas.

Facilities

Human developments and facilities, including but not limited to, buildings, fences, trails, sprinkler systems, and gates in the Open Space Preserve Areas shall be prohibited except as necessary to protect public health, safety, and welfare.

NATURE STUDY AREA

Description and Purpose

This designation is applied to the most environmentally sensitive areas of the Parkway, including those with the special characteristics of flora, fauna, topography and available surface water. This category is the most restrictive of those that allow public use, and is intended to permit only those limited activities and improvements which would not be detrimental to the environmental qualities or features. Nature Study Areas are to be set aside for study of the natural environment, and any activities or facilities should be in accord with the interpretive educational policies of this Plan.

Activities

The predominant anticipated user-group is the individual, but family groups and small and medium groups under careful supervision may also use these areas. Activities are limited to Group One activities (Nature Study). Group Three (Recreational Locomotion) activities are limited to pedestrian use on designated trails.

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Facilities

Development within these areas shall be limited to drinking fountains, portable restrooms, minor trail improvements, trail stops, observation points, and interpretive signs. Prior to the establishment of any new trails, consideration should be given to the protection of the natural habitat. Trail stops, observation points and interpretive sign locations shall be designed to discourage encroachment into sensitive plant communities. Strictly limited and controlled roads and auto parking areas to provide access to interpretive facilities, may be provided if they cannot feasibly be located in a less restrictive land use area.

PROTECTED AREA

Description and Purpose

Protected Areas contain tracts of naturally occurring vegetation and wildlife which although capable of sustaining light to moderate use, would be easily disturbed by heavy use. Protected Areas differ from Nature Study Areas in that general access in Protected Areas is encouraged, and convenience-type facilities are permitted to accommodate the anticipated increase in users. However, facilities and other improvements are limited to those which are needed for the public enjoyment of the natural environment. Emphasis is on protection and restoration of large portions of relatively natural areas which stand a better chance of preservation than smaller pieces.

Activities

The intended user-groups in these areas range from the individual (one to two persons), to the family group (three to ten persons), although special events may occasionally attract larger groups. Activities in the Protected Areas include all Group One activities (Nature Study), all Group Three activities (Recreational Locomotion), other than motorized boating, and Group Five activities (Fishing). Group Two activities are restricted to limited family unit picnicking along trails, and in certain instances, limited educational or youth group overnight use may be appropriate as well.

Facilities

Permitted facilities and improvements include surfaced and unsurfaced trails, water fountains, occasional family unit picnic tables, and portable restrooms located at trail rest stops. Primitive group camps (no tables, electricity, or permanent restrooms) may be designated in Protected Areas.

LIMITED RECREATION

Description and Purpose

The Limited Recreation designation is applied to lands on which active recreation may take place without development of extensive facilities. The Limited Recreation Areas generally have characteristics of topography, vegetation, and wildlife habitat which are conducive to active recreation, but which are constrained from extensive development due to size, access, adjacent residential neighborhoods, or other special circumstances. In addition, Limited Recreation Areas may serve as buffers between Developed Recreation Areas and more restrictive land use areas.

Activities

The predominant intended user-group in the Limited Recreation Areas is the family, although individuals and other groups of all sizes may be attracted to these areas as well. Limited Recreation Areas may be appropriate for Group One activities (Nature Study), Group Three activities (Recreational Locomotion), and Group Five (Fishing). Group Two (Recreational Living) is restricted to picnicking, and in certain instances, limited educational or youth group overnight use may be appropriate as well.

Facilities

Trails of all types, small developed rest-stops, water fountains, equestrian staging areas (trailer loading and unloading), and scattered picnic areas may be provided for the Parkway user in Limited Recreation Areas. Primitive group camp facilities for educational or youth groups (no tables, electricity, or permanent restrooms) may be appropriate in certain places.

DEVELOPED RECREATION

Description and Purpose

The Developed Recreation designation is the most intensive land use category, and is applied to areas able to withstand heavy use. The purpose of the Developed Recreation category is to identify areas appropriate for active recreational development so that more sensitive areas will be retained in their more naturalistic condition. The Developed Recreation Areas are found within major parks such as Discovery and Ancil Hoffman, and at most vehicle access areas.

Developed Recreation Areas are expected to attract the largest concentration of users. If too many people frequent these areas, it may be necessary at times to close or restrict use to avoid overcrowding, allow recovery and restoration; or to prevent permanent damage to vegetation and wildlife. To minimize the necessity for such actions, activities may be restricted to certain areas; or the number of users in a particular area may be limited. The intent is to provide the recreational opportunities for all users who can be safely accommodated, but not at the expense of destroying any portion of the Parkway or the enjoyment of the users.

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The intended user-groups in the Developed Recreation Areas are the family, the small group, and the medium group. It is anticipated that occasional large group events will occur as well, but facilities to accommodate large groups should not be provided unless thorough study and public hearings have been conducted to determine impacts and needs.

Activities

Any permitted activity in groups One, Two, Three, Four, or Five (see Chapter 5) may be considered in the Developed Recreation Areas.

Facilities

Any facilities permitted in a more restrictive land use area may also be considered in a Developed Recreation Area. Additionally, interpretive centers and group picnic facilities may be considered. Play apparatus, permanent restrooms, horseshoe pits, non-exclusive game fields, parking lots, barbecue facilities, and similar facilities may be considered as incidental to picnic facilities, provided that they are so designated on the appropriate area plan, and installed in a coordinated manner with the picnic facilities. Unsurfaced boat staging facilities may be permitted in the Developed Recreation Areas.

RECREATION RESERVE

Description and Purpose

The purpose of the Recreation Reserve category is to identify areas of undeveloped land which should be held in an undeveloped state in order to ensure an availability to meet future recreational need. Any area of undeveloped land which may be suitable for future recreational use may be placed in this land use category. It is recognized that Recreation Reserve lands will be converted to other land use designations over time.

Activities

The Recreation Reserve category is a holding category, and lands in this category are not intended for immediate recreational development. These areas may be used for agriculture or native plant nurseries, or may be managed on an interim basis as Nature Study Areas, including all activities permitted in the Nature Study Area land use category.

Facilities

Facilities in the Recreation Reserve Areas shall be limited to caretakers' quarters; local drainage and public utility facilities; emergency access roads and trails (if they cannot be located in a less restrictive land use category); fire hydrants, temporary facilities for agriculture, and temporary aggregate mining at Mississippi Bar, provided that the facilities do not conflict with the intent of this Plan.

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TABLE 7-1

LAND USE AREAS

PURPOSE:	Open Space Preserve	Nature Study Area	Protected Area	Limited Recreation	Developed Recreation	Recreation Reserve
To identify public and private lands along bluffs and ravines that will be left undeveloped so that visual intrusion to the Parkway will not occur.	X					
To set aside environmentally sensitive areas or areas with special flora, fauna, or other characteristics, for interpretive education and other limited passive recreational activities.		X				
To identify areas capable of sustaining light to moderate use with minimal alterations to the natural landscape, and to provide access to these areas			X			
To identify lands suitable for active recreation, but unsuitable for extensive facilities; to serve as a buffer to Developed Recreation Areas.				X		
To establish areas for heavy use to be developed with active recreational facilities, so that more sensitive areas are left in their more naturalistic condition					X	
Holding Category for future recreational use						X

X = May be permitted, if consistent with "Area Plans" (See Chapter 10)

= Special Conditions (see footnotes)

TABLE 7-2

RECREATIONAL ACTIVITIES (SEE CHAPTER 5)	Open Space Preserve	Nature Study Area	Protected Area	Limited Recreation	Developed Recreation	Recreation Reserve
Group One: "Nature Study"						
Sightseeing, study and appreciation of natural features, man-made features, people or events		X	X	X	X	X
Painting and Sketching		X	X	X	X	X
Photography		X	X	X	X	X
Reading and Writing for Pleasure		X	X	X	X	X
Group Two: "Recreational Living"						
Picnicking - Family unit			1	X	X	
Group Picnicking				11	11	
Day Camping			X	X	X	
Overnight Camping by Individuals or Family Groups			4	4	4	
Group Overnight Camping			3	3	X	
Group Three: "Recreational Locomotion"						
Walking, Hiking, and Running		X	X	X	X	X
Horseback Riding			X	X	X	
Bicycling			X	X	X	
Swimming Access			X	X	X	
Boating Access			2	X	X	
Group Four: "Participating in Games, Sports, Athletics"						
Team Gamefield Sports					X	
Outside Court Sports					X	
Golf					X	
Archery					X	
Group Five: "Fishing"			X	X	X	X

TABLE 7-3

ANTICIPATED USER GROUPS	Open Space Preserve	Nature Study Area	Protected Area	Limited Recreation	Developed Recreation	Recreation Reserve
Individual (one to two persons)	7	X	X	X	X	X
Family (three to ten persons)	7	X	X	X	X	X
Small Group (eleven to twenty persons)	7	10	X	X	X	
Medium Group (twenty-one to forty persons)	7			X	X	
Large Group (over forty persons)	7				X	

TABLE 7-4

RECREATIONAL FACILITIES	Open Space Preserve	Nature Study Area	Protected Area	Limited Recreation	Developed Recreation	Recreation Reserve
Drinking Fountains			X	X	X	
Portable Restrooms			X	X	X	
Permanent Restrooms					X	
Trails surfaced with dirt, rock, gravel, wood chips, or other pervious materials		X	X	X	X	X
Trails surfaced with Concrete, Asphalt, or other impervious materials			X	X	X	
Interpretive Centers					x	
Interpretive Signs		X	X	X	X	X
Public Access Roads			X	X	X	
Public Parking Lots			X	X	X	
Family Unit Picnic Tables (3-10)			X	X	X	
Small Group Picnic Tables (11-20)				X	X	
Medium Group Picnic Tables (21-40)				X	X	
Large Group Picnic Facilities (41-150)					X	
Primitive Group Camps			X	X	X	
Equestrian Staging Areas				X	X	
Play Apparatus					8	
Horseshoe Pits					8	
Game Fields					9	
Barbecue Facilities					12	
Existing Boat Launch Ramps and Staging Area					X	
Unsurfaced Boat Staging Areas					X	
Steam Train					14	

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TABLE 7-5

NONRECREATIONAL ACTIVITIES AND FACILITIES (SEE CHAPTER 6)	Open Space Preserve	Nature Study Area	Protected Area	Limited Recreation	Developed Recreation	Recreation Reserve
Commercial Activities				X	X	
Caretakers			13	X	X	X
Agriculture				X	X	X
Aggregate Mining						6
Public Utilities	X	X	X	X	X	X
Local Drainage	X	X	X	X	X	X
Habitat Restoration	X	X	X	X	X	X
Native Plant Nursery				X	X	X
Public Safety:						
Mowing, Brush Clearing, Firebreaks	5	5	5	X	X	5
Service and Emergency Access Roads & Trails	5	5	X	X	X	X
Fire Hydrants/Stand Pipe Systems	5	5	X	X	X	X
Directional Signs			5	X	X	
Emergency Telephones					X	
Emergency Boat Launch Ramps			5	X	X	
Emergency Staging Areas			X	X	X	

KEY
TABLES 7-1 through 7-5
LAND USE AREAS

1. Permitted as convenience along designated trails.
2. Motorboat launching is not permitted.
3. Limited to primitive camps, except in the Lake Natoma Unit of Folsom Lake State Recreation Area.
4. Permitted only in the Lake Natoma Unit of Folsom Lake State Recreation Area.
5. Permitted only when a demonstrated need exists to protect the public
6. Aggregate mining has been phased out of the Parkway, except at Mississippi Bar, within the Natoma State Recreation Area, where a phasing program is underway.
7. Open Space Preserves are intended for nonuse.
8. Permitted if incidental to picnic facilities, provided that they are so designated on an appropriate Area Plan, and installed in a coordinated manner with the picnic facilities.
9. Gamefields shall be multi-purpose in design, and shall not include goal posts, backstops, bleachers, lighting, sound amplification or other permanent structures.
10. Nature Study Areas are intended for very low intensity use, due to the sensitive natural features of the areas. However, certain areas, such as the Nature Study Area adjacent to the Effie Yeaw Interpretive Center may be suitable for interpretive programs involving organized groups of participants.
11. Permitted, provided that the facilities are designed and located so that they do not conflict with other picnic facilities designed for smaller groups.
12. Permitted if incidental to picnic facilities, provided that they are designated on an appropriate area plan, and installed in a coordinated manner with the picnic facilities. Barbecues shall be located only in areas of low fire hazard, such as turf or gravel.
13. Permitted only at Ancil Hoffman County Park where facilities are already in existence.
14. Expansion of the existing facility permitted only at the Developed Recreation Area in the western portion of the Rossmoor Bar area.

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CHAPTER 8 PUBLIC ACCESS AND TRAILS

ACCESS

Designating Parkway accesses requires balancing environmental preservation and recreation needs. A point by point selection of the types and locations of Parkway entries is shown on the Access and Trails Map. They furnish convenient entries for the majority of users and funnel heavy use to areas capable of withstanding such use.

Four types of access to the Parkway have been provided:

Pedestrian:

This access generally leads to hiking trails. Pedestrian accesses are found in five of the six land use categories. Parking is not normally provided.

Pedestrian and Bicycle:

This access leads to pedestrian and bicycle trails. Pedestrian and bicycle access points are found in the Protected, Limited Recreation, and Developed Recreation Areas. Parking is not normally provided.

Equestrian, Pedestrian and Bicycle:

This access leads to all types of trails. These are located in Protected, Limited Recreation, and Developed Recreation Areas.

Vehicular Access:

Vehicular access requires parking inside or outside the Parkway. Equestrian, pedestrian, and bicycle entry are also permitted.

Parking

Parking is provided at all vehicular accesses, either inside or just outside the Parkway. In those instances where parking at pedestrian and bicycle accesses is deemed desirable, the size of the lot shall be limited, and proper design considerations utilized. Parking within the Parkway must be consistent with approved area plans.

Equestrian Staging

Designated equestrian staging areas should be provided at several vehicle access points along equestrian trails. These staging areas provide convenient, safe locations for transferring horses in and out of vehicles. The areas should be large enough to permit on-site trailer parking, and should include facilities for tethering and watering horses where possible. Boundaries of the staging areas should be defined by post-and-cable or other similar means. Entrances and exits should be located so that vehicles can drive through without the necessity of turning around. Equestrian staging areas should be unpaved, as horses tend to lose their footing on hard surfaces.

Transit

Alternate modes of transportation, other than automobile shall be encouraged because roads and parking conflict with more desirable Parkway uses. Certain parking locations are badly overburdened. Establishment of cooperative public transportation programs shall be encouraged to reduce auto congestion. Transportation alternatives might include weekend and holiday bus shuttles, utilization of outlying satellite parking, and special bus drop-off and pick-up facilities. Special contract shuttle buses such as those operating between the Sunrise Bridge Area and points downstream should continue. It is important that such contracts assure convenient schedules, to encourage patronage and reduce the demand for parking in the high demand areas in the Parkway.

Boat Staging and Launching

Public boat staging areas are designated at several vehicle access areas along the river. These staging areas provide the opportunity for vehicles to load and unload boats and other equipment near the water. Boat staging facilities should be designed to minimize automobile contact with the river or its immediate shore, in order to reduce pollution of the water. Paved launching ramps accommodate the larger boats which must be trailered. Since most fishing boats on the Lower American River are small enough to be carried from staging areas, launching ramps are not always needed. Care should be taken in the design of boat launching ramps and staging areas to avoid conflicts between vehicles and pedestrians on the Parkway and to minimize visual impacts from the river.

Fishing Access

Fishing accesses are found at many locations along the river. Some have vehicle access, and some can only be reached by foot. Many anglers prefer the less developed accesses where competition with rafters, swimmers and other recreationists is minimal. Since early mornings and late evenings provide optimal fishing conditions and reduce competition from other users, efforts should be made to ensure that these accesses are opened early and remain open in the evenings so that anglers can return to their vehicles and exit the Parkway.

ROADS

To protect natural values and provide maximum recreational opportunities, vehicular travel in the Parkway shall be strictly limited. However, access roads for autos are appropriate to certain fishing and boat launching locations and to Developed Recreation Areas. These roads should be hard-surfaced, clearly marked, and maintained to restrict vehicles to authorized routes. With few exceptions, roads should not permit through passage between access points. Vehicular accesses should be perpendicular to the river rather than parallel to it and roads shall not cut through natural areas.

Some non-public roads are necessary in the Parkway for maintenance and emergency access. (See Chapter 9, "Public Safety"). All unnecessary roads shall be eliminated and planted with native vegetation.

TRAILS

Both the Sacramento County General Plan and this Parkway Plan envision the Parkway as a unit bound together by the river and a system of equestrian, hiking, and bicycle trails. The Parkway trails are key elements in the County, regional, and State trails networks.

The access and trails map, and the area plan maps show the specific location of the equestrian, pedestrian, and bicycle trails. Access and staging facilities are also shown. In some areas, the trails are necessarily close to one another and should be separated by vegetation or berms to prevent collisions. The trails may have to be temporarily closed to permit recovery of overused or damaged areas.

The needs of equestrian, pedestrian, and bicycle users cause two kinds of problems that must be considered in designing the trail system:

- Incompatibility among the three recreational trail activities from the standpoint of safety and peace of mind for full aesthetic enjoyment of the Parkway by all trail users; and
- Desired trail surfaces and widths differ for equestrians, pedestrians, and bicyclists.

To solve these problems, it is recommended that the system consist of three parallel trails:

Equestrian Trails

Equestrians prefer narrow, scenic trails, with a dirt surface, on varied terrain for day outings. These trails should be six feet wide and kept separate from pedestrian and bicycle trails to avoid conflicts between horses and other modes of locomotion.

Pedestrian Trails

The pedestrian trail must meet a wide range of needs including nature-hiking, "noon-hour" jogging loops, and long-distance jogging. At the writing of the Plan, there are few designated pedestrian trails on the Parkway. Hikers and joggers generally use the bicycle trail or the equestrian trail and conflicts arise between these different modes of locomotion as increasing numbers of people use the trails. Separate pedestrian trails should not be paved; instead they should have a natural surface. They can be used aesthetically to serve a dual purpose of trail and fire break. New trail sections should avoid heavily vegetated areas and low spots. Because of the existing congestion on the bicycle trails, the pedestrian trail should be a high priority.

Bicycle Trails

The bicycle trail is a corridor for non-Parkway destinations, providing access for bicyclists between downtown Sacramento and points east. Bicyclists require wide trails and a smooth surface to accommodate a large number of users, a wide range of speeds (up to 15 mph speed limit), and often, long distances. An all-weather surface should be provided.

HANDICAPPED ACCESS

Disabled recreationists experience a special difficulty on the Parkway. While State law mandates handicapped access in parking lots and public buildings, similar provisions are lacking elsewhere in the Parkway. Disabled recreationists have complained of difficulty in crossing turfed areas to reach picnic tables and even of difficulty getting to a paved trail from a handicapped parking space. The obvious route for locomotion by wheelchair is the paved bicycle trail, but the conflict with bicyclists and other users is compounded by the width of wheelchairs and their relatively slow speed.

The design of trails and access should take into account the disabled recreationists to the degree feasible. Designated handicapped accessible trails should be installed at acceptable width and grade at several locations within the Parkway. These trails would provide the wheelchair recreationists with opportunities for a range of recreational experiences, such as access to the river areas, Nature Study Areas, picnic facilities and gamefields.

VEHICLE BRIDGES

The Lower American River, between Folsom Dam and the Sacramento River is crossed by two freeways, eight local thoroughfares, two train bridges, five pedestrian/bicycle bridges, and one dam. In 1979, the voters of Sacramento County eliminated a proposed crossing (Route 143) at the present Harrington and Gristmill access sites. Each crossing degrades the aesthetic and cultural values of the Parkway with noise, visual intrusion, pollution, damage to vegetation and indiscriminate access. Vehicle bridges at additional locations will not only further degrade the American River Parkway, but may cause demands for an expansion of the existing residential streets nearby, thus depreciating the quality of life in the vicinity of the Parkway.

TABLE 8-1
ACCESS KEY

	Pedestrian Access	Bicycle Access	Equestrian Access	Vehicular Access	Boat Launch Car-top Only	Boat Launch Ramp	Parking Within Parkway
DISCOVERY PARK AREA							
1. Jibboom Street	X	X	X	X	X	X	X
2. Bannon Island	X						
3. Garden Highway	X	X	X	X	X	X	X
4. Garden Highway	P	P		P			P
5. North Tenth Street	X						
6. Northgate Blvd.	X	X		P			P
WOODLAKE AREA							
7. Highway 160	X	X		X	P		X
8. North "B" Street	X	X					
9. Proposed City Park							
10. Lathrop Way	X	X					
CAL EXPO AREA							
11. Cal Expo	P	P		P			
12. Ethan Way	X	X		X			
PARADISE BEACH AREA							
13. Carlson Drive	X						
CAMPUS COMMONS AREA							
14. Northrup Avenue	X	X					
15. "H" Street Bridge	P	P					
16. CSUS/Guy West Bridge	X	X					
HOWE AVENUE AREA							
17. Howe Avenue/ La Riviera Drive	X	X	X	X	X	X	X
18. Howe Avenue	X	X	X				
19. University Avenue	P	P	P				
20. Kadema Drive	X	X					
21. La Riviera Drive	X	X					
WATT AVENUE AREA							
22. Watt Avenue	X	X					
23. Watt Ave/La Riviera	X	X		X	X		X
SARA PARK AREA							
24. American River Dr.	P	P					
25. Estates Drive	X	X					
26. North River Way	X	X					
27. Rio Americano High School	X	X					
28. Woodman Way	X						
29. Waterton Way	X						X
30. Rogue River Dr.	X						X
31. Larchmont Park	X						
32. Rio Bravo Circle	X						
33. Mira Del Rio Dr./ Kansas Way	X						
34. Mira Del Rio Drive/ Gristmill	X	X		X	X		X
35. Jacob Lane	X	X					
36. Harrington Way	X	X	X	X	X		X
37. Sand Bar Circle	X	X					
WILLIAM B. POND PARK AREA							
38. Arden Way	X	X	X	X			X
GOETHE PARK AREA							
39. Rod Beaudry Drive	X	X	X	X			X
40. La Loma Drive	P						
41. Rinda Drive	P						
42. Chase Drive	X	X		X			
SARAH COURT AREA							
43. Sarah Court	X						X
ANCIL HOFFMAN PARK AREA							
44. Tarshes Drive	X	X	X	X	X		X
45. San Lorenzo	X	X					
ROSSMOOR BAR AREA							
46. Ambassador Drive	X	X	X				
47. Rossmoor Drive	X	X		X	X		X
48. Ambassador Drive	X						
49. El Manto Drive	X	X		X	X		X
SACRAMENTO BAR AREA							
50. Bannister Avenue	X	X	X				
51. Pennsylvania Avenue	X	X	X	X	X		X
UPPER & LOWER SUNRISE AREA							
52. Ambassador Drive	X	X		X			X
53. Bridge Street	X	X					
54. Sunrise Blvd./ South Bridge St.	X	X	X	X	X		X
SAILOR BAR AREA							
55. Olive Avenue	X	X	X	X			X
56. Kenneth Avenue	X		X				
57. Emperor Drive	X						
58. Illinois Avenue	X	X	X	X	X		X
59. Curragh Downs Drive	X		X				
60. Curragh Downs Drive	X		X				
NATOMA STATE REC. AREA							
61. Hazel Avenue	X	X	X	X			X
62. Hazel Avenue	X	X		X	X	X	X
63. Willow Creek	X	X		X	X		X
64. Main Avenue	X	X	X	X			X
65. Mississippi Bar Drive	X						
66. Snowberry Way	X						
67. Negro Bar Rec. Area	X	X	X	X	X		X
68. Greenback Lane	X	X		X			

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CHAPTER 9

PUBLIC SAFETY

The intent of the Public Safety Chapter of this Plan is to establish minimum standards for the provision of fire and life safety within the Parkway and for those areas adjacent to it.

Emergency service providers receive no revenue from the Parkway. Many agencies expend funds each year for special equipment and personnel for Parkway protection. However, as their budgets tighten, it is becoming necessary for the Parkway to provide, through planning and preventative measures, its own protection. Also important is the need for interagency cooperation in fulfilling the goal of a safe Parkway.

Public safety in the Parkway is provided by the City Police, the County Sheriff, the Highway Patrol, State Police, the Park Rangers Unit and the various fire districts. Their activities are essential to the well-being of the Parkway and its users, and should be accommodated to the extent feasible without compromising the goals and policies of this Plan. Plans for the necessary activities and facilities of these agencies should be coordinated with the administration of the Parkway, consistent with this Plan. Special care should be given to the locations of access roads, emergency boat launch ramps, fire hydrants and firebreaks.

EMERGENCY VEHICLE ACCESS

Effective law enforcement and fire protection in the Parkway are dependent upon quick response time, which in turn is dependent upon adequate access. However, the Parkway is a limited access recreation area, and the design of the streets within the Parkway is intended to discourage motor vehicle use as a recreational activity. In order to accomplish the two conflicting objectives of limiting public vehicle access and facilitating emergency vehicle access, it is necessary to designate emergency and service routes in some areas which are closed to vehicle use. Emergency access shall be consistent with the policies of this Plan.

EMERGENCY BOAT ACCESS

Many of the water-related emergencies that occur along the river are inaccessible by vehicles. In these cases, it is important that the boat patrol have access facilities for launching and evacuation. The access facilities shall be consistent with the policies of this Plan.

FIRE BREAKS

Fire breaks are used to provide a protective separation between structures and grassland, and to divide large areas of open grassland, dense brush and trees. These fire breaks reduce fire danger to neighboring properties, and protect the Parkway. Fire breaks are created by disking or clear-cutting

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vegetation to reduce the fuel supply. These open swaths are viewed by some as detractions from the natural beauty, yet they can save many acres from unsightly fire damage. These two factors must be balanced in making decisions regarding firebreaks in the Parkway.

The visual impact of firebreaks can be minimized by combining them with other facilities such as roads, trails, parking lots, and turfed areas where feasible. Careful consideration should be given to any pruning of vegetation to prevent fires from spreading from ground level into a crown type fire. Low dense oak or other tree limbs, which are within or directly adjacent to fire breaks, may be trimmed to the extent that they pose a hazard.

BLUFF AREAS

Some areas of the Parkway contain very steep terrain. In areas along the river, adjacent to Fair Oaks, that terrain is almost vertical. Measures should be taken to protect these and other bluffs from activities such as digging and climbing, which damage them and cause collapse or sloughing. Steps should also be taken to reduce the possibility of people falling from such surfaces. The action plan section of this Plan (Chapter 11) includes suggested measures pertaining to bluff regulations.

CHAPTER 10

AREA PLANS

The area plans of the Lower American River Parkway Plan are intended to provide a comprehensive description of the individual areas of the Parkway. The plans are of a greater level of detail than the general land use map. The location, and natural and man-made features of each area are described in the area plans. In addition, activities, facilities, opportunities and constraints are listed to further provide an indication of the existing and future composition of each area. The area plans include specific guidelines that indicate what facilities are permitted for a given area. Unless facilities or improvements are specifically designated on the area plan map, they may not be constructed or installed. Therefore, the area plans must be reviewed when a physical change is proposed in the Parkway, to determine the appropriateness of the change. Chapter 11 (Implementation) includes a detailed discussion of area plan development.

DISCOVERY PARK AREA

The Discovery Park Area encompasses the portion of the Parkway which is downstream from the Highway 160 bridge to the confluence with the Sacramento River. On the north side of the American River, the Discovery Park Area includes Discovery Park proper, and several privately owned properties east of the park. On the south side of the American River, the Discovery Park Area includes Tiscornia Park, which is downstream from the I-5 freeway bridge, and a narrow strip of land upstream from the I-5 freeway bridge to the Highway 160 bridge. This narrow strip of land is known as Jibboom Street East.

Discovery Park

Location and Description

Discovery Park is located on the north side of the American River at its confluence with the Sacramento River. The park encompasses approximately 385 acres, extending northward to the Garden Highway, and eastward approximately 1.7 miles from the I-5 freeway to a private property line. Bannon Island, a natural wildlife area and a designated Nature Study Area, is located at the northwest corner of the park and is separated from the main body of the park by Bannon Slough. A second natural area is located along the American River, east of the I-5 freeway bridge. Several archaeological sites are located in the Discovery Park Area.

In addition, Bannon Slough and areas along the American River provide elderberry habitat for the valley elderberry longhorn beetle. This species is listed as threatened by the Federal government. The eastern portion of Discovery Park is a planned restoration area for the threatened beetle.

Activities and Facilities

A six lane boat launching ramp and parking area, information kiosk, restrooms, and fish cleaning facility occupy the western end of the park. A large turfed picnic area for families and groups, with parking and restrooms, occupies the central portion of the park. A maintenance area is located under the I-5 freeway. A field archery range and target archery range are situated toward the easterly end of the park along with an equestrian staging area.

The Jedediah Smith Memorial Bicycle Trail, which begins at Discovery Park and continues to Folsom Lake, meanders through the area. A separate equestrian trail follows Bannon Slough, and also continues to Folsom Lake. A pedestrian trail is planned in the park as well.

Discovery Park has excellent vehicle access from the I-5 freeway and the Jibboom Street Bridge. There are two entrances, one from Jibboom Street on the south side of the river and one from Garden Highway on the north. Each entrance has a fee collection kiosk. This area is close to downtown Sacramento and the Sacramento River, making it a popular spot for boating, fishing, picnicking, and other water dependent recreational activities. The boat ramp is the only off-channel launch facility in the area, and is by far the most popular. The archery target range and the archery field range are unique facilities situated within the trees and bushes of a riparian vegetative community.

The park is fully developed and is one of the most intensively used areas of the Parkway. Of the total 385 acres, 229 are designated for Developed Recreation. The remaining acres are identified as Protected Area and Nature Study Area, and should remain untouched.

The major constraint to development and usage of Discovery Park is the annual flooding of the area. Any improvements in the park must be able to withstand inundation for one or several months each year. Similarly, the costs of these improvements must be weighed against the restricted usage during portions of the year. Much of the park is open grassland which would be made more attractive by the planting of shade providing native trees. Care must be taken in planting the trees to assure that periodic high waters do not drown them. A replanting of native elderberry bushes is also desirable.

Discovery Park East

The privately owned properties upstream from Discovery Park proper include a trailer court, a Boy Scouts of America camp facility, and several large parcels which are vacant or in agricultural use. Trails crossing this area are on established easements. Specific plans, including a car-top launch ramp near Highway 160, should be prepared subsequent to public acquisition of lands for inclusion within the Parkway. The area plan should be consistent with the adopted South Natomas and North Sacramento Community Plans with regard to allowing the possible construction of an all-weather Northgate Boulevard. Any future plans prepared for this area should allow the possible construction of a major arterial roadway connector between the Garden Highway and Arden Way. Portions of the privately owned land provide habitat for the threatened valley elderberry longhorn beetle. Future uses of the privately owned land should include restoration efforts for the threatened species.

Tiscornia Park

Location and Description

Tiscornia Park is located on the south side of the American River at the confluence with the Sacramento River. The park is bounded on the south side by the landward side of the levee, and on the east side by I-5. This small park (less than ten acres) was donated to the City of Sacramento in memory of Captain Tiscornia, and is maintained and operated by the County Department of Parks and Recreation. The entire park is a designated Developed Recreation Area.

Activities and Facilities

Tiscornia Park is mostly comprised of sandy beach, with mature cottonwood trees near the levee. It is easily accessible from downtown Sacramento, and is a popular area for sunbathing, picnicking, and fishing. Access to the park is by way of Jibboom Street, which also provides access to Discovery Park. Facilities at Tiscornia Park are limited, due to the small size of the park and the sandy composition of the area. A paved parking lot, with car-top boat launching and portable toilets, has been installed, and County-operated bicycle trails connect the park to Historic Old Town Sacramento. Drinking fountains, permanent restrooms, and picnic facilities would be appropriate additions to the park, but extensive development of the site is infeasible.

Jibboom Street East

Location and description

Jibboom Street East is a narrow strip of land extending along the south bank of the river between the I-5 bridge and the State Route 160 Bridge, on the north side of downtown Sacramento. The strip is host to a lush community of riparian vegetation, including numerous mature cottonwood trees. Although the riparian setting at Jibboom Street East is beautiful, the area is impacted by nearby industrial development and the City of Sacramento landfill, which are located immediately across the levee.

The river is much slower along this stretch than it is further upstream, giving it a much different character. Rapids and strong riffles give way to a uniformly sandy bottom and sandy beaches. These conditions, and the proximity to boat launch and mooring facilities on the Sacramento River, make this area popular for boaters who escape from the busy Sacramento river to the relative tranquility of the American River.

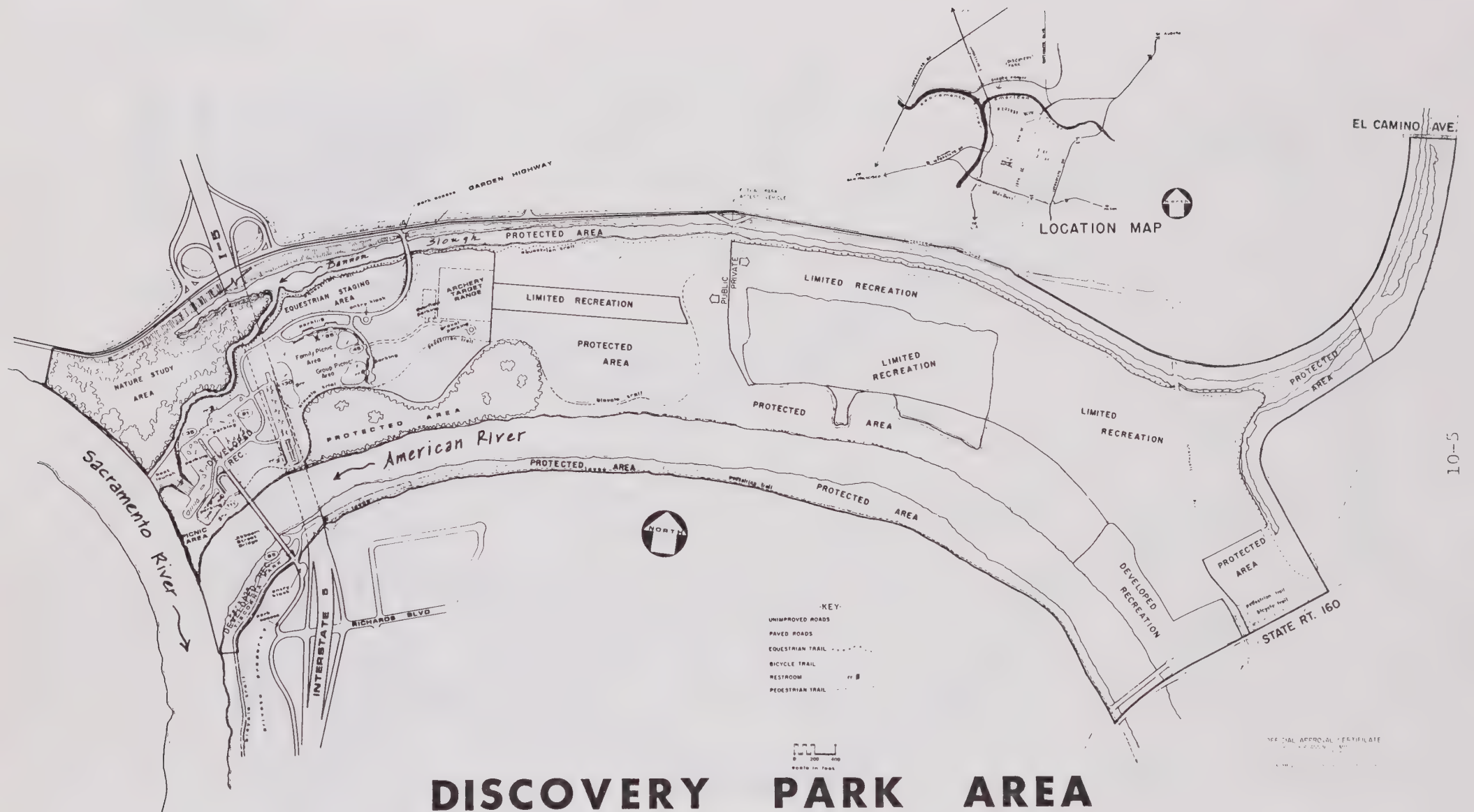
Activities and Facilities

The river bank is popular for fishing and day use. A large sandy beach at the terminus of North 10th Street is a popular area for picnicking. A second beach area is situated at the upstream end of the area, near the Southern Pacific Railroad crossing. Accessibility and aesthetics at this beach are limited due to its proximity to the City landfill. The opportunity for active use of the beach will be improved once the landfill operation is converted to a City park but this conversion cannot occur until the fill material compacts. Until that time, the landfill may be subject to dangerous methane gas release and disturbance of the final cover.

Access potential to Jibboom Street East is very good. The downstream end is easily accessible from parking facilities at Discovery and Tiscornia Parks. The upstream end will eventually be accessible from the City park to be located on the City landfill. North 12th Street crosses the area near its midpoint, and several industrial streets terminate at the levee. A spur of the Jedediah Smith Memorial Bicycle Trail crosses the river near the extension of 19th Street, providing access from North Sacramento, downtown Sacramento, and the north side of the Parkway. The bank itself is a maze of informal trails used by anglers and other hikers.

The long, narrow strip of land that constitutes Jibboom Street East lends itself well to the formal installation of a pedestrian trail system that will eventually run the entire length of the Parkway. This trail, described more fully in Chapter V, will provide a scenic location for walking, and help to relieve the congestion on the bicycle trail.

Access to Jibboom Street East should be improved at North 10th Street and near the bicycle trail crossing. Access should also be provided at the City landfill when it is converted to a City park. Because of the limited available land area, if picnic facilities are considered, they should be sized to accommodate groups no larger than ten persons (family group). Drinking fountains and similar trailside amenities are acceptable, but play apparatus, barbecue pits, public boat launches, camping facilities, and similar facilities are not permitted.



DISCOVERY PARK AREA

A PORTION OF THE AMERICAN RIVER PARKWAY • SACRAMENTO • CALIFORNIA
 COUNTY OF SACRAMENTO • DEPARTMENT OF PARKS AND RECREATION

SEE TABLE APPROVALS & PERMITS
 FOR DISCOVERY PARK

10-5

WOODLAKE AREA

Location and Description

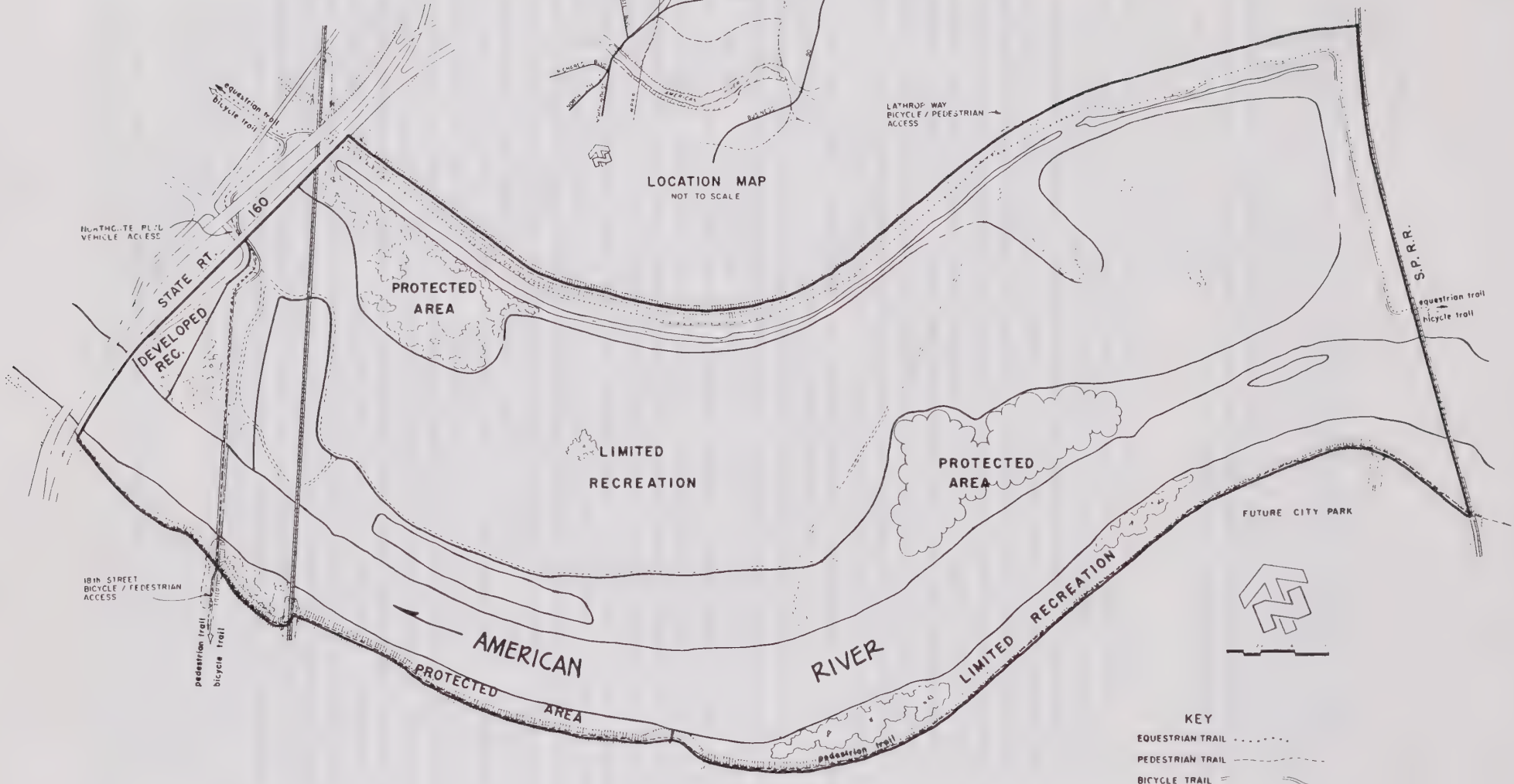
The Woodlake area is located north of the American River and is bordered by the Discovery Park area to the northwest, and the Cal Expo area to the east. The area is 426.2 acres in size and is in private ownership at this time. The area provides habitat for the threatened valley elderberry longhorn beetle. The County is currently in the process of acquiring the property. Once the land is acquired, plans for use of the land will be prepared taking into consideration the state registered archaeological site located in the area and the habitat for the threatened species. Future uses of the land should include restoration efforts for the threatened species.

WOODLAKE AREA

OFFICIAL APPROVAL CERTIFICATE
 POLICY PLANNING COMMISSION
 OCT 23 1985
 ILA MIRANDA BAXTER C. CULVER
 SACRAMENTO COUNTY BOARD OF SUPERVISORS
 85-1870
 BEVERLY A. WILLIAMS BILL BRYAN



LOCATION MAP
 NOT TO SCALE



KEY
 EQUESTRIAN TRAIL
 PEDESTRIAN TRAIL
 BICYCLE TRAIL =

CAL EXPO AREA

Location and Description

The Cal Expo Area is located on the north side of the river, between the Southern Pacific Railroad tracks and the extension of Ethan Way. The site is crossed in a north/south direction by Interstate 80, and in an east/west direction by SMUD and PG&E electrical power lines. The dominant feature of this area is Bushy Lake. Bushy Lake is a body of water that has historically varied in size between 11 acres and 80 acres, depending upon rainfall and water table conditions. Over the years the lake, which was man-made, has undergone a gradual succession of ecological change to become a lush community of riparian and marsh vegetation and associated wildlife consistent with the purpose and intent of the Bushy Lake Preservation Act. This Act (California Public Resources Code, Chapter 9, beginning with Section 5830), adopted in 1976, designates 86± acres as a State Natural Preserve. Additional legislation which applies to the Cal Expo floodplain includes the Federal Wild and Scenic Rivers Act, the State Wild and Scenic River Act, the Federal Endangered Species Act, and Executive Order 11990 (Federal Wetlands Policy). Bushy Lake is a designated Nature Study Area on the Parkway Plan map. The remainder of the Cal Expo floodplain is mostly grassland, with a sprinkling of shrub-grassland and additional riparian communities near the shore of the river and landmark walnut tree stands near the bicycle trail. This remaining portion of the Cal Expo floodplain is a designated Protected Area. This area of the Cal Expo floodplain, which floods annually, is a wildlife habitat area and also contains pockets of elderberry bushes, the sole known host for the valley elderberry longhorn beetle, which is a Federally listed threatened species. The area has been identified as a Habitat Protection Area.

The Cal Expo floodplain is mostly devoid of man-made structures, although there are notable exceptions. In addition to the freeway crossing and the electrical towers already mentioned, the area is crossed by the Jedediah Smith Memorial bicycle trail and a designated equestrian trail, both of which are located along the southern and western portions of the property. An equestrian access is located at the end of Ethan Way. Several undesigned and unimproved trails also crisscross the area. During the State Fair, a small walkway and footbridge connect the Cal Expo Fairgrounds to a picnic area known as "Picnic Island", at Bushy Lake. A pump introduces water into Bushy Lake from the fairgrounds. Near the eastern end of the property, adjacent to the levee, is a fenced, mowed turf area. A series of bleachers made of railroad ties is constructed on the levee slope, adjacent to the turf area.

Activities and Facilities

The Cal Expo floodplain is unique in that it is entirely within the boundaries of the American River Parkway, but is under the jurisdiction of the Cal Expo Board of Directors, who are an entity of the State government. The Cal Expo enabling legislation directs the Cal Expo Board of Directors to adopt a management plan for the floodplain area which complies with the Bushy Lake Preservation Act and the California Environmental Quality Act. Negotiations between the Cal Expo Board of Directors and the County regarding the future

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long term management and ownership of the area have begun. The responsible jurisdiction must develop a management plan consistent with the laws and policies governing the Cal Expo floodplain. The adopted management plan shall be incorporated into this Plan.

The Bushy Lake Preservation Act designates the Cal Expo floodplain as a State park. According to the Resources Code, the purpose of a State park is to preserve outstanding natural, scenic, and cultural values, and indigenous aquatic and terrestrial flora and fauna. Man-made physical changes which do not directly enhance the public's enjoyment of the natural, scenic, cultural, or ecological values of the resource, which are attractions in themselves, or which are otherwise available to the public within a reasonable distance outside the park, are not permitted. However, the Bushy Lake Preservation Act specifically permits parking to occur, only during the State Fair, and only on the designated land abutting the riverside toe of the levee. Parking areas beginning at least 400 feet east of the eastern boundary of the Bushy Lake Natural Preserve, extend not more than 1,500 feet along the toe of the levee eastward of Bushy Lake, and extend not more than a distance of 300 feet riverward from the levee. The Act further directs that the area in and around Bushy Lake be set aside as a Natural Preserve. Natural Preserves, as defined, may be used to preserve such features as rare or endangered plant and animal species and their supporting ecosystems, and to protect representative examples of plant or animal communities existing in California prior to the impact of civilization. The use of the picnic facilities at Picnic Island is expressly permitted in the Cal Expo enabling legislation. The legislation also specifies that no changes shall be made in the uses of the Cal Expo floodplain until the Cal Expo Board of Directors has adopted the management plan.

Several activities and structures have occurred on the Cal Expo floodplain in violation of the Cal Expo enabling legislation and the Bushy Lake Preservation Act. These occurrences include the construction of the bleachers on the levee, the unauthorized expansion of the designated parking area, the use of the enlarged parking area for special competitive group events, the occasional presence of a portable review stand and a softball backstop, the fencing of the turfed parking area, the removal of native trees and bushes, the planting of non-native exotic plants, and the dumping of sludge from the Cal Expo lagoon into Bushy Lake. These occurrences have taken place in the absence of a management plan properly adopted by the Cal Expo Board of Directors, and are also inconsistent with the intent of this Plan. The adopted management plan should correct violations which have occurred in the past. A Native Plant Restoration Area has been identified adjacent to the temporary exhibitor parking area which should help to correct some of the occurrences.

Activities in the Cal Expo floodplain should be limited to the following:

- Bicycling on the designated trail
- Hiking, walking, running
- Horseback riding on trails
- Picnicking at Picnic Island or along the Jedediah Smith Memorial Bicycle Trail
- Nature study
- Habitat restoration

admin021mdtkc*

Appropriate facilities for these activities include the following:

- Drinking fountains and tables along the Jedediah Smith Memorial Bicycle Trail
- A designated pedestrian trail, parallel to the existing bicycle and equestrian trail
- A self-guided nature trail with interpretive signs around Bushy Lake

CAL EXPO AREA



KEY
 BICYCLE TRAIL
 EQUESTRIAN TRAIL



LOCATION MAP
 NOT TO SCALE

OFFICIAL APPROVAL CERTIFICATE
 POLICY PLANNING COMMISSION
 OCT 23 1985
 ILA MIRANDA BAKER-CULLEN
 SACRAMENTO COUNTY BOARD OF SUPERVISORS
 85-1870
 BEVERLY HILLIAMS BILL BROWN

PARADISE BEACH

Location and Description:

The Paradise Beach area is on the south side of the river, between the I-80 bridge and the "H" Street bridge. The Cal Expo floodplain area is across the river to the north, and the River Park residential area is to the south, across the levee. The area is dominated by a large sandy beach which has been created by the sharp bend in the river. Vegetation is a mixture of riparian, grassland, and shrub grassland communities, interspersed with sparsely vegetated sand. This area contains many elderberry bushes and provides excellent habitat for the valley elderberry longhorn beetle. Large cottonwoods dominate the northernmost tip of the area.

Activities and Facilities

Paradise Beach is a popular area for fishing, wading, sunbathing, volleyball, and similar beach activities. A network of informal trails interconnects popular sunbathing spots in the area. A narrow channel cut through the easternmost tip of the beach area has been used on occasion as a slalom course for kayakers. There are no permanent structures in the area. Trash cans and portable restrooms are placed at strategic locations, and two portable volleyball poles have been placed on the beach to provide for that use and to discourage the use of trash cans as pole supports.

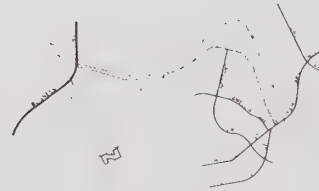
Access to Paradise Beach is limited. The entire area is served by one parking lot which is located at Glenn Hall Park, a City-operated park abutting the Parkway. The parking lot, which has about seventy stalls, serves the beach area, a public swimming pool, two tennis courts, and two softball fields, as well as some general use turf areas. Neighborhood complaints have prompted on-street parking restrictions for several blocks around the park. Beach users funnel through a single access point and fan out to the various use areas.

Unfortunately, there are no simple solutions to the access situation. Past attempts to enlarge the parking lot have met with strong opposition from the users of Glenn Hall Park. The only other available space for additional parking is within the Parkway itself. This location has likewise met with opposition because it would introduce a visual intrusion and potential pollution source into the Parkway, and is contrary to the Parkway policy of limiting parking in the floodplain.

Due to the limited access, annual flooding, and unstable sandy soil, Paradise Beach should remain an informal recreation area. Permanent structures and any other physical changes that would attract groups of users should not be introduced to the area. Acceptable activities include fishing, kayaking, wading, sunbathing, hiking, volleyball, and related beach activities.

OFFICIAL APPROVAL CERTIFICATE
 OCT 20, 1955
 ILA MIRANDA BAXTER C. CULVER
 85-1870
 BEVERLYA WILLIAMS BILL BRYAN

PARADISE BEACH AREA



LOCATION MAP
NOT TO SCALE



CAMPUS COMMONS AREA

Location and Description

The Campus Commons area includes the area on the north side of the river between Howe Avenue and the extension of Ethan Way and the area on the south side of the river between the "H" Street Bridge and the Howe Avenue Bridge. This section of the river flows generally in a northward direction.

The downstream section of the north side of the river is dominated by dense riparian vegetation. This area contains a section of the bicycle trail which is one of the most attractive in the Parkway.

The middle section of the north side of the river is composed primarily of the Campus Commons golf course.

The upstream section of the north side of the river has abundant riparian vegetation along the river's edge, but most of this area is sparsely vegetated grassland. The Guy West pedestrian bridge crosses this section. When the Regional Sanitation trunk line was installed, the natural habitat of the area was disrupted. Sycamores have been planted to mitigate the damage with some success; but, unfortunately, some exotic non-natives have also established themselves. The area has been designated as a Native Plant Restoration Area.

The south side of the river is adjacent to the California State University, Sacramento (CSUS) campus. The dominant feature in this section is Alumni Grove, which is maintained by the CSUS Alumni Association. It provides a spot for meeting and quiet study.

Activities and Facilities

The Campus Commons Area has relatively little development, aside from the golf course. This private golf course is on a twenty-year lease with the County, which expires in 1992, and has a 20 year extension. The golf course is a nonconforming use in the Parkway. The area contains trails which are popular for walking, jogging and bicycling. There are two alignments of the bicycle trail in the downstream section. The lower route winds through the trees and bushes, with occasional views of the river, but is subject to annual flooding. The other alignment of the trail is at the base of the levee. This section is on higher ground and remains usable year-round. An equestrian trail is parallel to this higher trail. In the middle section, the bicycle and equestrian trail occupy a narrow strip between the golf course and the base of the levee. In the upstream area, the bicycle trail is located along the boundary between the riparian and grassland communities. An unpaved trail runs along the base of the levee.

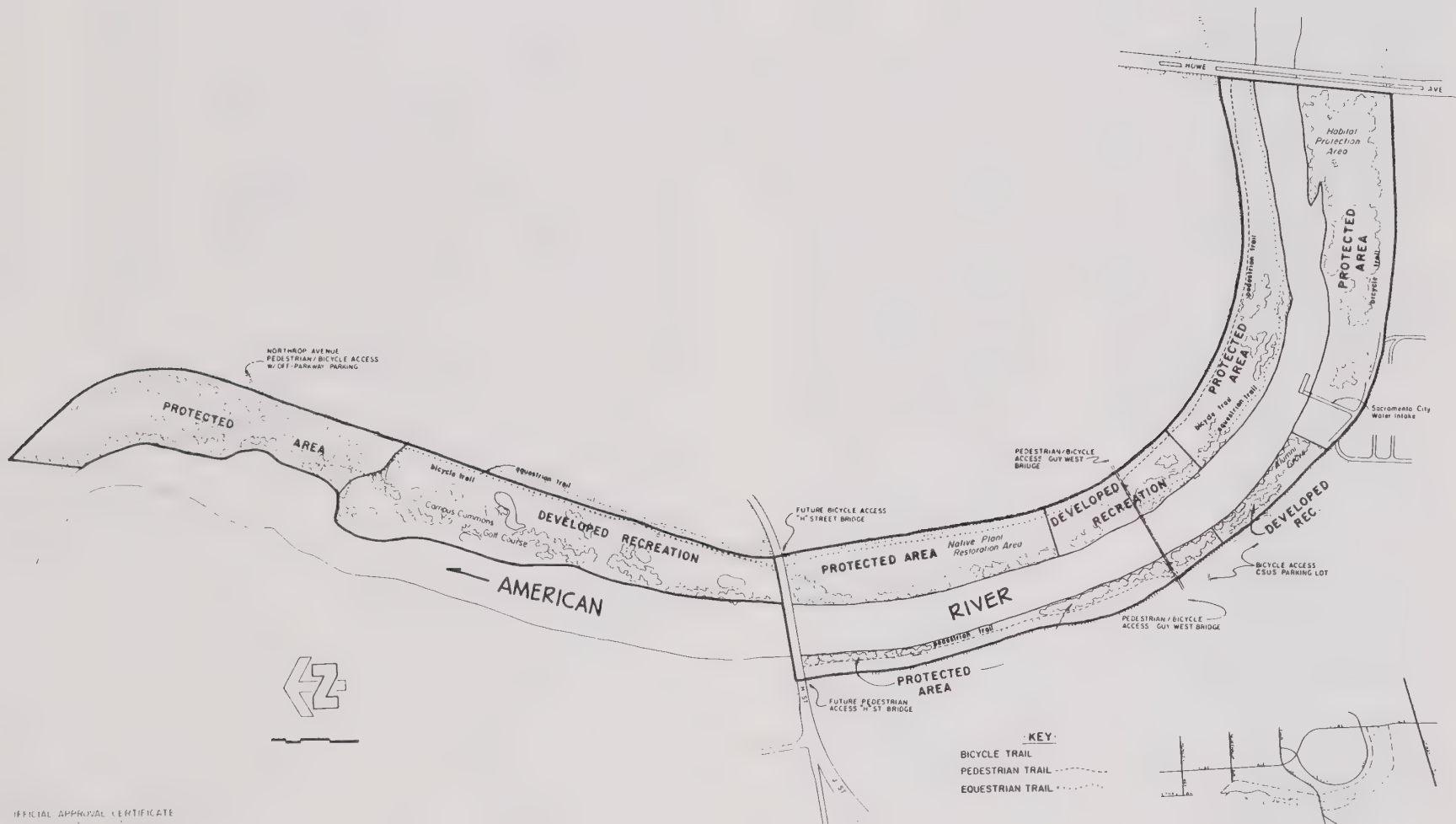
An exercise par course has been installed near the Guy West bridge, and a few picnic tables are located along the bicycle trail. An information kiosk is located at the Guy West bridge. The northernmost section, with its heavy vegetation, is popular for nature study, bird watching, and as a bank fishing access.

Development in the Alumni Grove includes a concrete pad, barbecues, lights, and turf under the trees. The City of Sacramento water intake and pumping station is located immediately upstream from Alumni Grove.

admin02lmdt

Existing facilities appear to be adequate. The "H" Street Bridge presents a particular difficulty for pedestrians and especially bicyclists. This bridge is used by cyclists for entering and exiting from the Parkway without a convenient connection between the bicycle trail and the bicycle route on the bridge. Cyclists have resorted to unsafe methods of transfer between the two routes. A suitable ramp should be constructed uniting the bridge and the bicycle trail. These improvements should be coordinated with improvements to the City of Sacramento bicycle route along Fair Oaks Boulevard and "J" Street.

CAMPUS COMMONS AREA



KEY
 BICYCLE TRAIL
 PEDESTRIAN TRAIL
 EQUESTRIAN TRAIL



LOCATION MAP
 NOT TO SCALE

OFFICIAL APPROVAL CERTIFICATE
 OCT 28, 1985
 ILA MIRANDA BAXTER CULVER
 86-1870
 BARBLY A. WILLIAMS BILL BRYAN

HOWE AVENUE

Location and Description

The Howe Avenue area is located on both the north and south sides of the river, between the Howe Avenue Bridge on the west and the northern extension of Occidental Drive on the east.

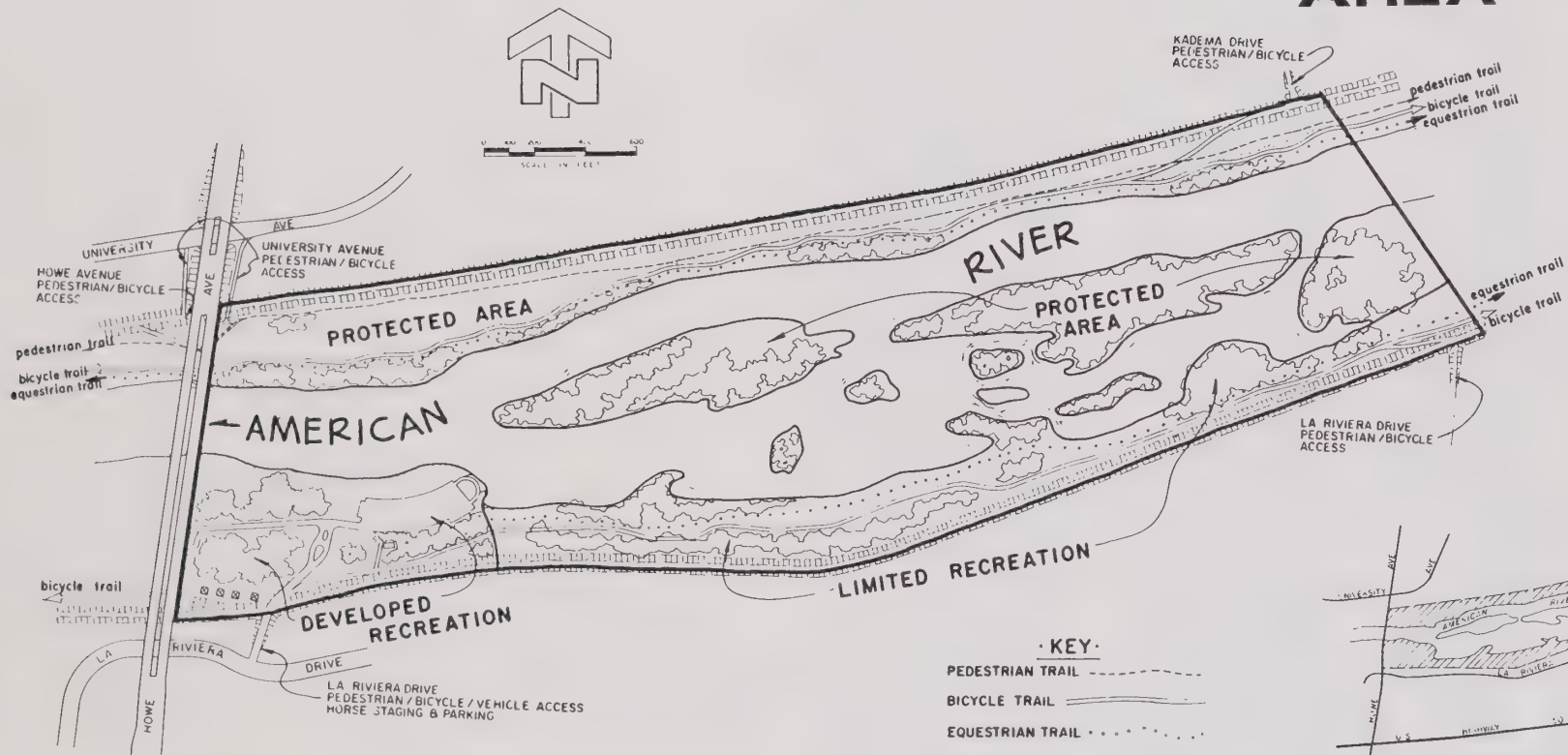
Activities and Facilities

The downstream section on the south side of the river is fully developed with a fee collection kiosk, information kiosk, drinking fountains and restroom facilities. Paved parking is provided for automobiles and motorcycles, with an additional unpaved parking area that can accommodate horse trailers. Vehicular access to the Howe Avenue area is at the Howe Avenue Bridge, from La Riviera Drive. The Howe Avenue access area provides both a cartop and trailered boat launching ramp. Use of the launching ramp is highly dependent, however, upon water level.

Except for the developed area at the south side of the Howe Avenue Bridge, this area is relatively undeveloped. Three trails cross the north side of the river with scattered picnic tables near the water. The south side of the river is heavily vegetated, and is traversed by bicycle and equestrian trails.

There is little that should be done to increase the physical development of the Howe Avenue area. The downstream end is already developed to its best use, and the upstream portion is too narrow and far away from the parking lot for intensive development. Any further development in the Howe Avenue area should be limited to the addition of picnic tables and trash cans near the bridge.

HOWE AVE. AREA

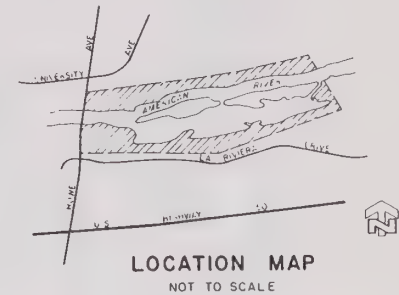


KEY

PEDESTRIAN TRAIL - - - - -

BICYCLE TRAIL = = = = =

EQUESTRIAN TRAIL



OFFICIAL APPROVAL CERTIFICATE

POLICY PLANNING COMMISSION
APPROVED OCT 23, 1985

ISA MIRANDA BAXTER C. CULVER

SACRAMENTO COUNTY BOARD OF SUPERVISORS

ADOPTED BY RESOLUTION 85-1870

BEVERLY A. WILLIAMS - BILL BRYAN

WATT AVENUE

Location and Description

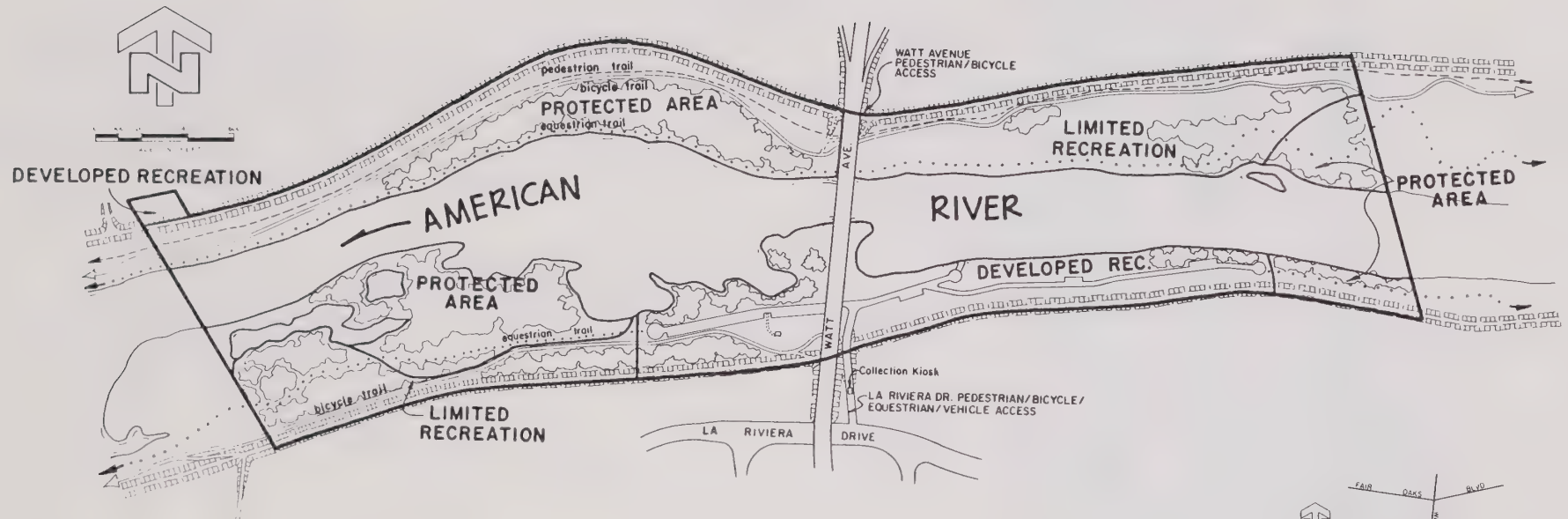
The Watt Avenue access area is that portion of the Parkway which immediately surrounds the Watt Avenue bridge on both the north and south banks.

Activities and Facilities

The only development on the north side of the river are three trails (bicycle, pedestrian, and equestrian), with access to the Parkway for bicycles and pedestrians.

The southern side of the river is a heavily used developed recreation area. There are restroom facilities, a cartop boat launching site, and paved parking for automobiles. The site is one of the more popular on the river. It is utilized as both a put-in and take-out point for rafting. The riffles at this location on the river make this area popular for fishing.

WATT AVE. AREA

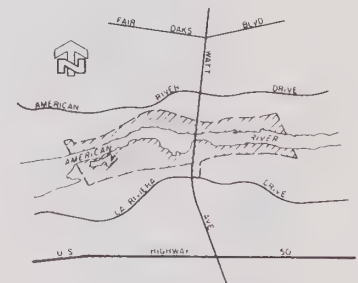


KEY

PEDESTRIAN TRAIL ————

BICYCLE TRAIL —————

EQUESTRIAN TRAIL ······



LOCATION MAP
NOT TO SCALE

OFFICIAL APPROVAL CERTIFICATE
POLICY PLANNING COMMISSION
APPROVED OCT 23, 1985

SACRAMENTO COUNTY BOARD OF SUPERVISORS
COUNTY BY RESOLUTION NO 851870

BEVERLY A. MILLER
BILL DYER

SARA PARK AREA

The SARA Park Area is located between the Watt Avenue area and the Arden Bar Area, including portions of the Parkway on both the north and south sides of the river. The western boundary is a line drawn between, and including, the Manlove drainage sump on the south and the American River pumping plant drainage sump on the north side of the river. The eastern boundary is at the abandoned State Route 143 right-of-way. The SARA Park Area includes several subareas: SARA Park, Gristmill Access Area and Rio Americano.

SARA Park Site

Location and Description

The original SARA Park site, located along the south side of the river, downstream from the Mayhew drain is named after the Save the American River Association, which was instrumental in the establishment of the American River Parkway. This area is characterized by dense riparian growth and numerous small beaches.

Activities and Facilities

Public access and off-Parkway vehicle parking are available at Waterton Way, Rogue River Drive, and Rio Bravo Circle. A pedestrian and equestrian trail run the length of SARA Park, connecting Howe Avenue with the Gristmill Access Area. The area shall not be further developed.

Gristmill

Location and Description

Gristmill dominates the upstream portion of the south side of the SARA Park Area. The area is named for the John Sutter gristmill thought to have been built at the site, although the precise location of the original gristmill has not been determined. The Gristmill Access Area occupies the abandoned State Route 143 right-of-way, with access by way of Mira Del Rio Drive.

Activities and Facilities

The Gristmill Access Area area is primarily used by hikers, anglers, rafters, and boaters. A cobblestone bar, which is accessible by vehicle, protrudes into the river. This area provides a convenient takeout for rafters, as well as a good cartop launching area for fishing boats. The site is also used by equestrians. An equestrian trail begins at Howe Avenue and terminates a short distance upstream from Gristmill, making the area a popular rest stop. Hikers enjoy the varied terrain and vegetation, as well as the many isolated waterfront areas in the vicinity. Current development of the site is limited to trash cans, portable restrooms and an informal unpaved parking area.

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The Gristmill Access Area is appropriate for some limited development to accommodate recreational use. However, due to the sensitivity of an oak grove and its associated wildlife, the area is not appropriate for large scale activities. A primitive picnic area comprised of scattered family picnic tables could be installed between the parking lot and the oak grove, but barbecue facilities shall not be installed except in open areas where fire hazard is minimal. Turf and other landscaping which requires irrigation shall not be installed within any areas vegetated by oak trees. Drinking fountains and permanent restroom facilities may be installed near the parking area.

Rio Americano Area

Location and Description

The Rio Americano area includes the portion of the SARA Park area that is north of the river. The northern boundary is adjacent to predominantly single family residential neighborhoods and Rio Americano High School.

The Rio Americano Area is characterized by two distinctly different vegetative groups. The northerly portion is predominantly grassland. It is through this area that the bicycle trail is constructed. The southerly portions along the river bank is in dense riparian vegetation. An equestrian trail winds its way through this area. A string of islands mark historic channels of the river. These islands create a habitat for many land animals, as well as protected lagoon and wetland areas for waterfowl. This wetland/lagoon area should remain undeveloped and protected.

Activities and Facilities

There is no public vehicular access to the Rio Americano area. Four designated bicycle access points provide ingress and egress for nearby residents. Occasional rest stops with picnic tables and trash cans are located along the river near the trails. Otherwise, the area is undeveloped.

The potential for future development in the Rio Americano Area is limited. Although it is within the Developed Recreation land use category, the area is constrained by a lack of vehicular access, proximity to residences, sensitive riparian habitat, and a limited availability of large areas of land that would be suitable for developed recreation. In light of these constraints, the most logical location for developed recreation would be the large grassland field, upstream from Rio Americano High School. Vehicular access could be obtained by way of the Harrington access, but any development of recreational facilities must be sensitive to potential disturbance to nearby residences. Furthermore, this area is identified as an "Oak Grassland Restoration Area", indicating the desire to reestablish the Oak-grassland biotic community. Any development or use of this area must be consistent with this intent.

KEY

PEDESTRIAN TRAIL - - - - -

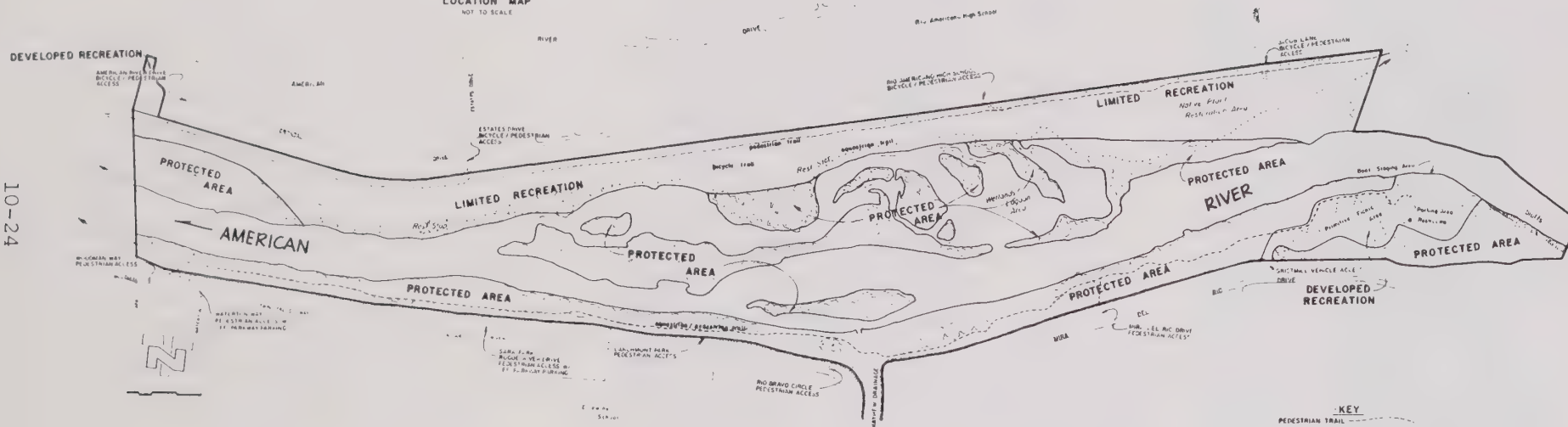
BICYCLE TRAIL

EQUESTRIAN TRAIL

EQUUS / PED TRAIL - - - - -



LOCATION MAP
NOT TO SCALE



ARDEN BAR AREA

The Arden Bar Area is located approximately midway in the length of the Parkway, on the north side of the river. It is bordered on the south and east by the river, on the southwest by the Rio Americano portion of the SARA Park area, on the west by a levee and residential property, and on the north by private riverfront residences. The Northeast Sanitation plant occupies a large portion of the western boundary, and the Jedediah Smith Memorial Bicycle Trail Bridge connects the eastern end of the area with Goethe Park across the river. Two popular recreation areas comprise the Arden Bar Area, Harrington Access Area occupies the downstream portion and the William B. Pond Recreation Area occupies the upstream portion of Arden Bar.

Harrington Access Area

Location and Description

The Harrington Access Area is located on the north side of the river, at the end of Harrington Way across from the Gristmill Access Area. The entrance is at the abandoned State Route 143 river crossing.

Activities and Facilities

Improvements at the Harrington Access Area include a paved parking lot, a loading area for raft or car-top boat launching, and an unpaved overflow parking area that is suitable for an equestrian staging area. Bicycle and equestrian trails are easily accessible from the parking lot. A fee collection kiosk is at the vehicular entrance.

The Harrington Access Area is increasingly popular as a take-out for rafters. River currents allow easy landing at the beach, and the parking area is relatively close to the take-out. The area is also growing in popularity among equestrians, with a staging area and trails being easily accessible. The area is popular for fishing as well. Informal picnicking occurs in the area, although there are no picnic facilities in the immediate vicinity. The closest picnic facilities are upstream in the William B. Pond Recreation Area. The area east of the Harrington parking lot and west of the bicycle trails is suitable for additional picnic facilities.

As usage increases at the Harrington Access Area, it will be necessary to add improvements such as restrooms, drinking fountains, and picnic facilities. However, the vehicular access to the area is through residential neighborhoods that could be detrimentally affected by heavy traffic. Any expansion of the facilities must consider the effect of traffic on the surrounding neighborhoods.

William B. Pond Recreation Area

Location and Description

The William B. Pond Recreation Area is located at the eastern terminus of Arden Way. The river, at this location, flows in a southerly direction. The site occupies a gravel mining quarry, abandoned in 1976, which has since been partially reclaimed for recreational use. This reclamation has created two distinctly different types of areas. The eastern portion is overgrown with riparian vegetation, and a large pond has been created from the large quarry. This pond, separated from the river by a gravel dike, supports warm-water fish which reproduce naturally, and has been periodically stocked with trout since the early 1980's. Further north, a portion of the river flows slowly through a series of intermittent backwater ponds and depressions that provide habitat for local fauna and migratory birds. Numerous informal trails weave throughout these ponds and wetlands. This portion of the William B. Pond Recreation Area is in the Protected Area land use category.

Activities and Facilities

The western portion of the William B. Pond Recreation Area includes the Northeast Sewage Treatment Plant on the west, and a large, relatively flat area to the east which is partially developed with picnic and parking facilities.

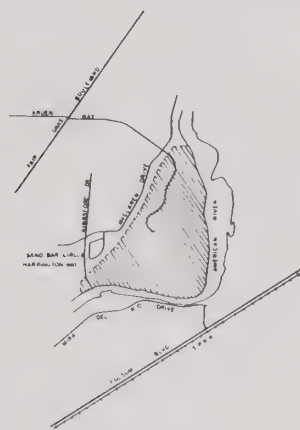
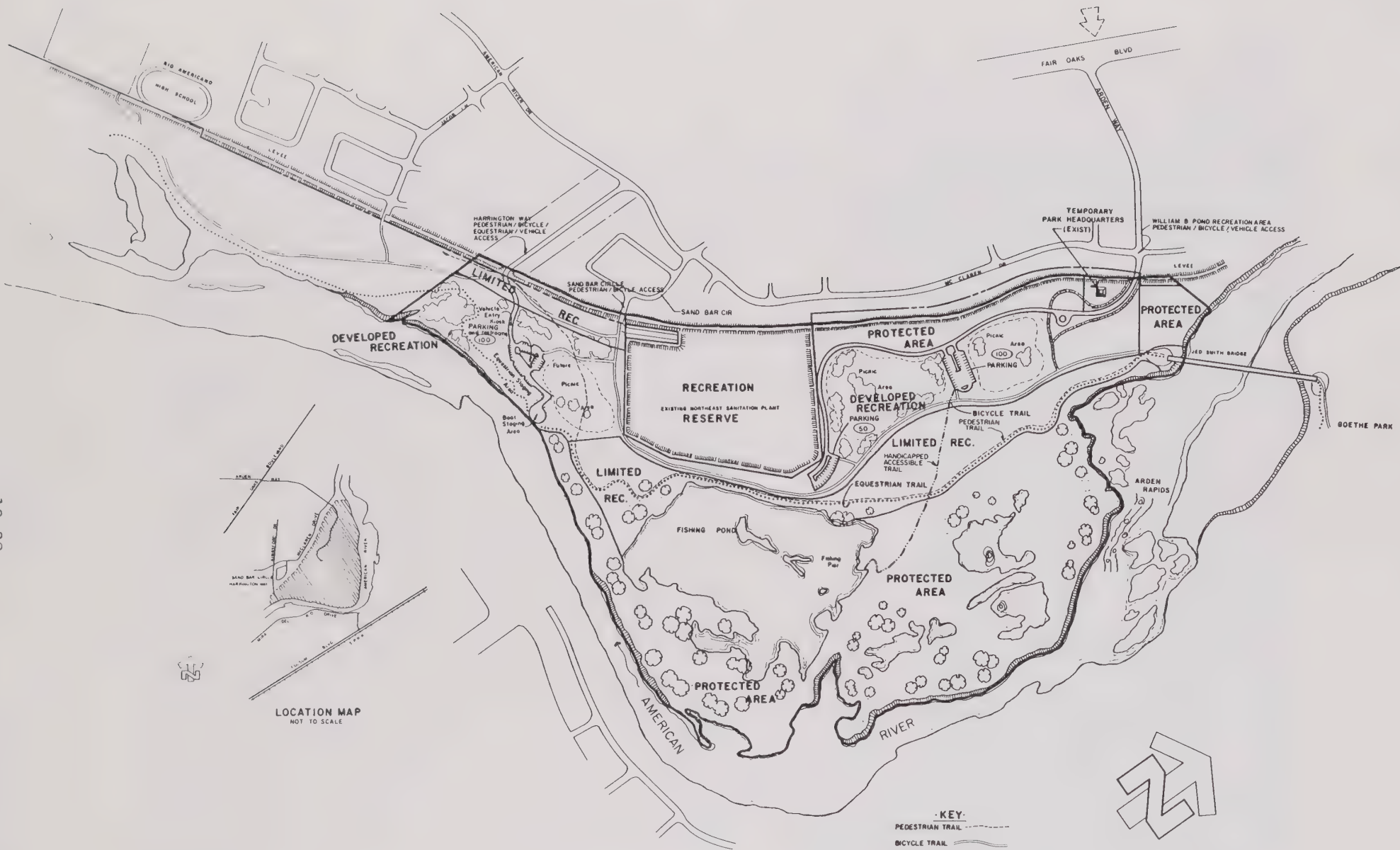
The area north of the sewage plant is appropriate for intensive recreational development. This area has been graded, and topsoil has been imported to cover the unsightly scars from the mining operation. The County has installed a paved road, two parking lots, a collection kiosk at the park entrance, a restroom, picnic tables, barbecues, and several drinking fountains in this area. Some turf and trees have been planted. A two-story wooden building, a remnant from the gravel operation, stands near the kiosk. Plans are underway to expand the parking and add a second turf area with additional trees and picnic tables. This entire western portion of the William B. Pond Recreation Area is in the Developed Recreation Area and is appropriate for intensive recreational use.

The eastern boundary of the Developed Recreation Area is demarcated by the Jedediah Smith Memorial bicycle trail. The equestrian and pedestrian trails are located further to the east. These three trails converge at the northerly end of the William B. Pond Recreation Area and cross the river to Goethe Park via the Jedediah Smith Memorial Bicycle Trail Bridge. A fourth, paved, trail begins at the main parking lot and provides handicapped access to the fishing pond. A handicapped accessible fishing pier is planned for installation where the trail ends at the lake. The last section of this trail, which descends to the lake, is excessively steep and includes switchbacks which may be difficult to negotiate in a wheelchair. This section of the trail should be modified to moderate the slope and eliminate switchback turns. To the degree feasible, this trail should be extended further into the Protected Area and around the lake, in areas not subject to seasonal flooding. Additional handicapped parking spaces shall be designated in the parking lot as demand necessitates.

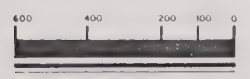
The area generally bounded by the bicycle trail and the equestrian trail is a designated Limited Recreation Area. This area has some varied terrain and seasonal ponds, as well as trees and shrubs which have been established subsequent to the closure of the quarry. This area serves as a transition between the Developed Recreation Area and the Protected Area. In addition to the aforementioned trails, an exercise par course trail has been installed within this Limited Recreation Area. The par course consists of a meandering loop trail with designated stops which give instructions for certain exercises.

The William B. Pond Recreation Area is easily accessible to vehicles, pedestrians, and equestrians; and it can be reached from the north side of the river via Arden Way, and from the south side of the river via the Jedediah Smith Memorial Bicycle Trail Bridge. These advantages, as well as its central location on the Parkway, render the opportunity for the William B. Pond Recreation Area to be a focal point of the Parkway. The area's location also contributes to its suitability as a site for an interpretive center. It also has the distinction of having a handicapped accessible fishing area, in a naturalistic setting, and in close proximity to parking and developed picnic facilities. New facilities and activities should enhance the relationship between these two distinctly different recreation use areas.

10-28



OFFICIAL APPROVAL CERTIFICATE
PUBLIC PLANNING COMMISSION
JANUARY 1995
SACRAMENTO COUNTY BOARD OF SUPERVISORS
SACRAMENTO, CALIFORNIA



ARDEN BAR AREA

A PORTION OF THE AMERICAN RIVER PARKWAY

- KEY:
- PEDESTRIAN TRAIL
 - BICYCLE TRAIL
 - EQUESTRIAN TRAIL
 - HANDICAPPED ACCESSIBLE TRAIL

GOETHE PARK

Location and Description

The Goethe Park Area is located on the south side of the river southwest of the Rossmoor Bar Area and across the river from the Arden Bar Area. The park is 428.8 acres in size and is the largest park on the south side of the river. Goethe Park and the Arden Bar Area are connected by the Jedediah Smith Memorial Bicycle Trail Bridge. Goethe Park is bordered on the south and east by a residential community, and on the north and west by the river.

Because of its size, generally central location for County residents, amenities such as the large natural area, picnic areas, camping facilities and good access conditions for bicyclists and equestrians, Goethe Park is a popular Parkway area. As a result of the area's popularity it is important that continued use or any increase in use not occur to the detriment of the park's natural features, including state-registered archaeological sites.

The vegetative types located at Goethe Park include oak grassland, shrub grassland, riparian, orchard and crops. The orchard and crop vegetation is on the portion of the property leased out for agricultural purposes. A sand bar is located between the park and the river frontage, extending for most of the length of the park. The park provides habitat for the threatened valley elderberry longhorn beetle and has been declared by the Federal government as "critical habitat" for this species.

Activities and Facilities

Access to the Goethe Park Area from Folsom Boulevard is possible via Rod Beaudry Drive. An unimproved parking facility is located near the park entrance and adjacent to the picnic areas. The parking facility located near the day and overnight group camping area is unimproved.

Goethe Park consists of two distinct areas, the natural area, which is heavily vegetated, and the area to the east which is presently being leased for agricultural uses. A variety of activities take place at the park including picnicking, day and overnight group camping, fishing and equestrian use. In addition, the area is a popular take out point for rafters. Private property owned by Campfire Girls, Inc. is located at the northern end of the park. There is a County treatment plant located at the northeast end of the park adjacent to the Cordova Community Park.

Because of the popularity of the Goethe Park Area, increased use should be anticipated. In order to protect the Nature Study Area from incompatible uses, any expansion of the Developed Recreation Area should be directed away from this area.

A native plant nursery and demonstration garden is proposed for the approximately forty acre site east of the drainage ditch, which is currently being leased out for agricultural purposes. The purpose of the nursery is to provide a supply of native plants which are grown in climate and conditions equivalent to that of their final planting site. All seed material would be collected from existing species in the area to ensure genetic compatibility. The demonstration garden would provide a site for local residents to learn techniques of plant cultivation and care, tree pruning and other horticultural techniques. The garden would be maintained and operated under an agreement with the University of California Agricultural Extension Service.

gpt016ts

University agricultural buildings for the nursery could be located on the seven acres east of where the nursery would be located. Both these areas would be included in the Limited Recreation Land Use category. A connection between the native plant nursery and the Nature Study Area should be provided. This connection would consist of an oak grove and a native plant restoration area. Developed recreation uses could be located on both sides of the connection thereby protecting the Nature Study Area from an encroachment of incompatible uses. Lastly, the ten acre piece of land located north of the levee between the natural area and the proposed native plant nursery site should be designated as a buffer area. The oak grove/native plant restoration area and the buffer area are designated as Protected Areas. The impact of increased developed recreation use on Rod Beaudry Drive and the adjacent residential areas must be considered.

New picnic sites in Developed Recreation Areas shall not be created by turbing land under the oak trees.

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FEB. 1980 J. G.

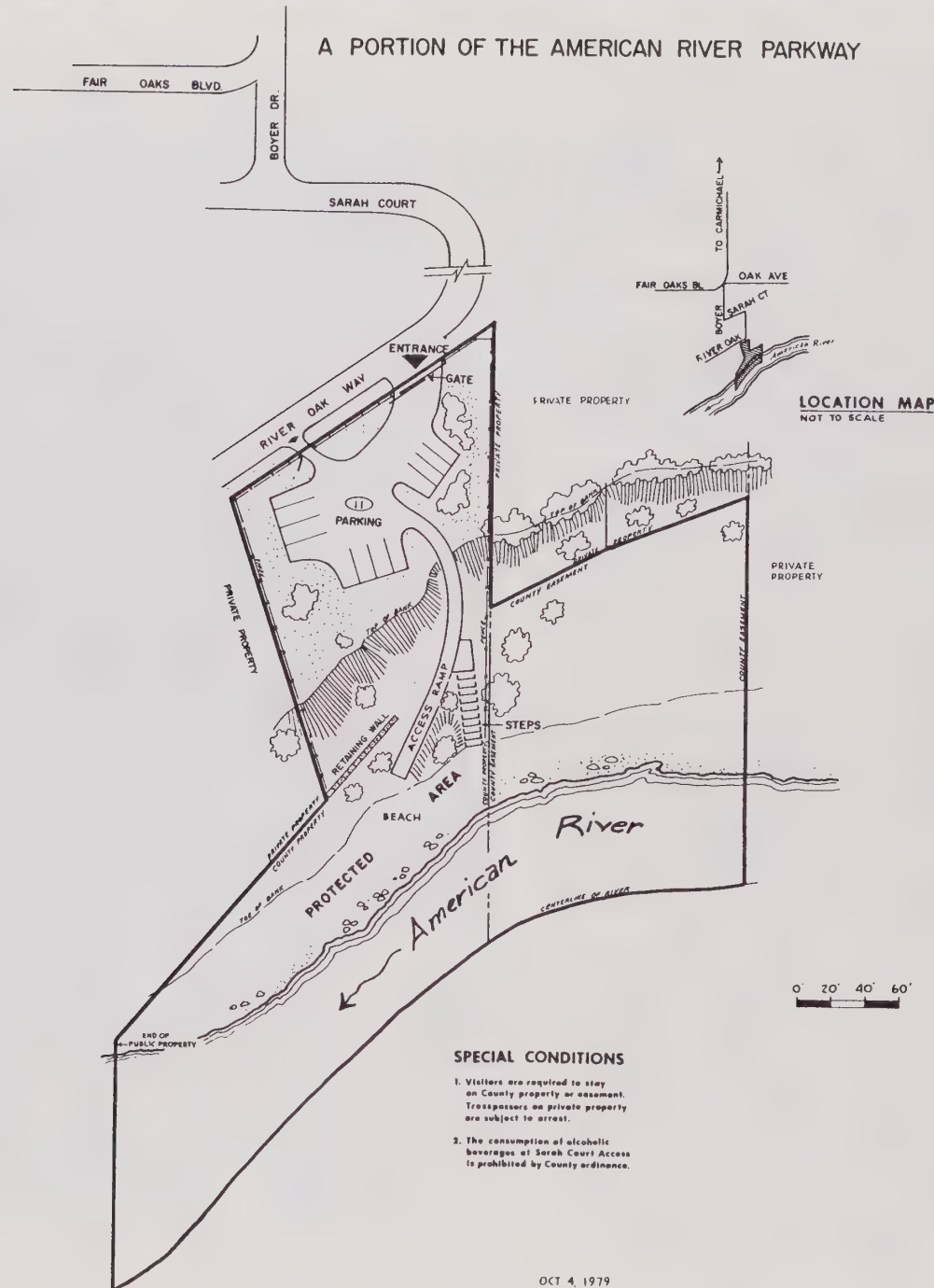
SARAH COURT ACCESS

Location and Description

The Sarah Court access point is located directly across the river from Goethe Park and southwest of Ancil Hoffman Park. The Sarah Court area is 2.9 acres in size. Although Sarah Court is considered an access, it is a limited access. Because of the limited access no additional facilities are proposed for this area.



SARAH COURT ACCESS



OFFICIAL APPROVAL CERTIFICATE
POLICY PLANNING COMMISSION
ADOPTED OCT 23, 1985

SACRAMENTO COUNTY BOARD OF SUPERVISORS
ADOPTED BY RESOLUTION NO 85-1870
DATE 10/23/85

OCT 4, 1979

ANCIL HOFFMAN COUNTY PARK

Location and Description

Ancil Hoffman County Park is located on the northwest side of the American River across from Rossmoor Bar to the northeast and Goethe Park to the southeast. It is situated on an alluvial floodplain surrounded by the bluffs that formed the ancient river bank. The bluff slopes average 45%.

The site for Ancil Hoffman Park was acquired and development was planned for a community park before establishment of the American River Parkway and adoption of the first Parkway plan. The land was owned and farmed by the Deterding family. Approximately 300 acres that had been orchard and pasture were developed into a golf course, picnic area and playing field. About 90 acres that had remained undisturbed as a buffer against winter flooding was set aside as a Nature Study Area. Portions of the park provide habitat for the threatened valley elderberry longhorn beetle.

The 1.8 mile river frontage includes a flat easily accessible gravel area and low bluffs making this a popular spot for bank fishing and raft launching and take-out.

Carmichael Creek is a natural drainage course that runs through the park and golf course into a series of three ponds, one within the Nature Study Area and two that provide warm water fishing opportunities.

Activities and Facilities

Park access is through relatively narrow residential streets from California Avenue and Tarshes Drive. Exit is possible via both Tarshes and San Lorenzo to Palm Drive.

The park contains a championship 18-hole golf course and associated clubhouse, coffee shop, trophy room, driving range and pro shop. The golf course has been voted among the top 50 public courses in the nation and has the highest usage of any public golf course in the state. Golf courses, in this Plan, are considered to be an incompatible use of the land. The Ancil Hoffman Golf Course is, however, considered a permanent element of the Parkway.

A turfed area between the river and golf clubhouse of approximately 22 acres serves as a group and family picnic site with adjoining parking lots. This site includes a children's play area, restrooms and barbecues. Some of this area is heavily wooded with native oaks; some is open turfed area that also serves as a spot for informal games.

A large turfed playing field occupies the site northwest of the golf course and west of the Nature Study Area. Movable back stops are used for ball games. Restrooms and an adjoining parking lot with horse trailer parking and an overflow lot make the location suitable for group events. An equestrian staging area and arena are located west of the game field, adjacent to the equestrian trail.

The Nature Study Area includes 70+ acres of riparian woodland, grassland, oak woodland and a gravel beach that may be reached with 3 self-guided trails. A nature center with office space, exhibit area, workrooms and restrooms in the Developed Recreation Area serves as headquarters for interpretive programs in the Parkway. A small parking lot serves this facility. A service road goes through the nature area to the site of an old lodge. This area is designated as a Protected Area. A trailer on the site is occupied by a caretaker.

Because of the small turfed area, barbecue facilities, power, and domestic water, the River View Lodge site is used for extended nature study activities, Junior Ranger programs, and for a primitive day camp.

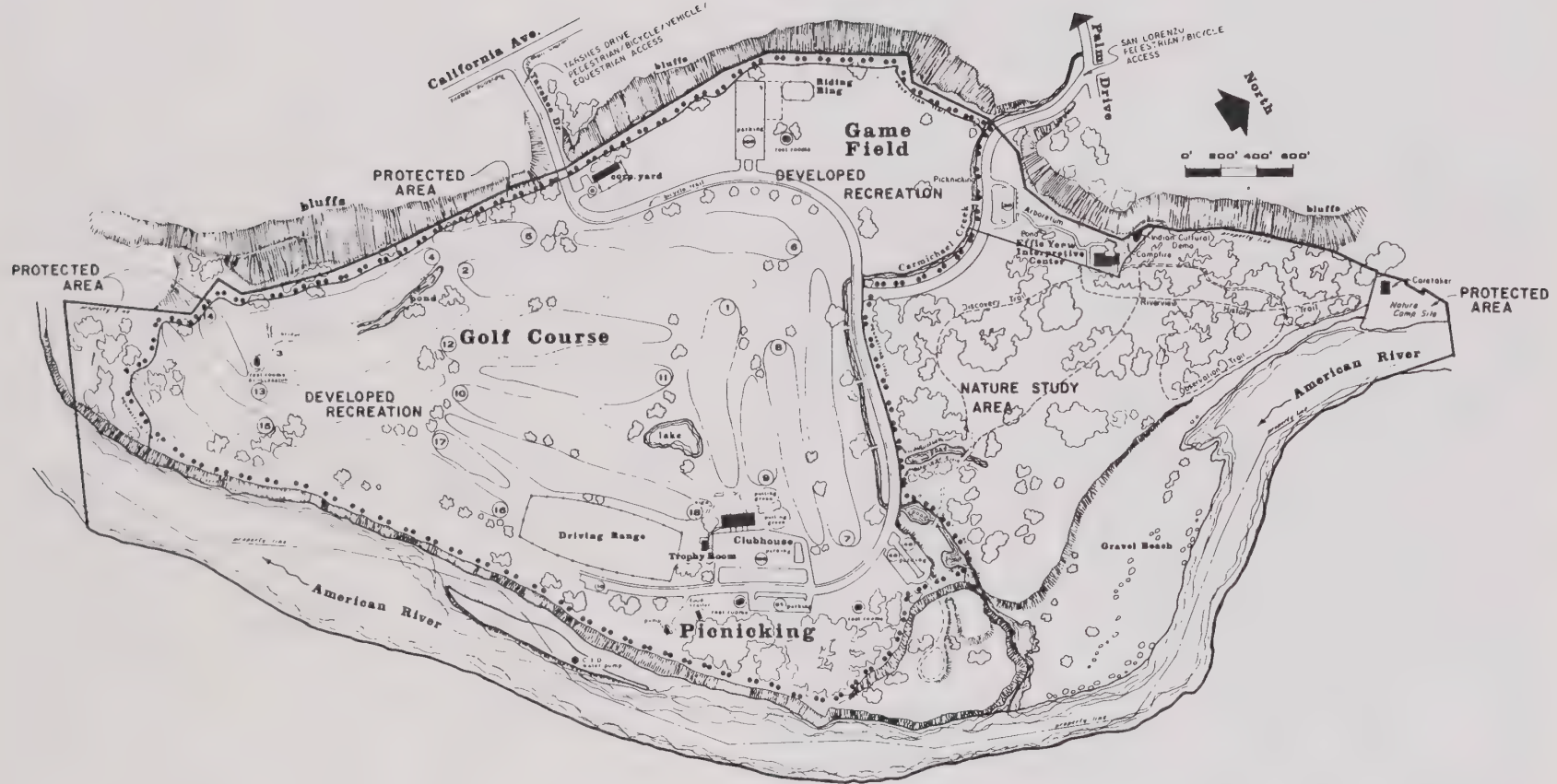
The bluffs to the north of the Nature Study Area are privately owned. To protect the Nature Study Area from the visual intrusion that could result from development of this property, acquisition of the land for the Parkway should be given high priority.

There are 3 miles of a combined riding and hiking trail that forms a loop within the main park area. The trail parallels the bluffs at the western edge of the park and follows the edge of the picnic area adjacent to the river. It turns inland to parallel the western boundary of the nature area and then back to the bluffs. Tarshes Drive is marked with a roadside bicycle/pedestrian trail.

A maintenance yard and building are located in the park on the north side of Tarshes Drive at the base of the bluff. Adjacent to the maintenance yard is a mobilehome used as a caretaker's residence. Those structures are highly visible, particularly the mobilehome. The maintenance building is less obtrusive due to screening by ornamental trees. These facilities shall be made to conform to architectural standards for Parkway structures.

Much of the landscaping of the golf course, the maintenance building and the entry road consists of ornamental trees and shrubs. Any replanting in these areas should, to the extent feasible, be done with native trees and shrubs or ornamentals that duplicate the form, texture and color of approved native plants for the Parkway. Plants used in landscaping along the entry road and around the corporation yard shall eventually be converted to native plants. The area around the caretaker's mobilehome shall be considered a priority for revegetation with plants native to the Parkway.

ANCIL HOFFMAN COUNTY PARK



KEY

- PEDESTRIAN TRAIL
- BICYCLE TRAIL
- EQUESTRIAN TRAIL

OFFICIAL APPROVAL CERTIFICATE

LA MIRANDA OCT 25, 1986

05-1976

ROSSMOOR BAR AREA

Location and Description

The Rossmoor Bar Area is located on the south side of the river between the Goethe Park Area to the west and the Lower Sunrise Recreation Area to the east. The Rossmoor Bar Area is bordered on the south by the Rancho Cordova community, and on the east, west and north by the river.

The Rossmoor Bar Area has two points of access to the south. Access from Coloma Road is possible via El Manto Drive at the eastern end of the area and Rossmoor Drive (becomes Park Road at Parkway entrance) located further west. Parking facilities are not located at the access points but are located adjacent to both El Manto Drive and Park Road further into the Parkway. El Manto Road and Park Road do not connect within the Parkway. Near the river, Park Road forks, with the eastern fork leading into a partially paved parking lot and the other unpaved portion leading a few hundred feet closer to the river to a spot used for taking out boats and rafts below San Juan Rapids. El Manto Road leads past a paved parking lot above the "Upper Rossmoor" stretch of the river and continues on to a second parking area where there is a gravel stretch of road extending to the river that is useful for boat take-out and put-in. Access roads for County and emergency vehicles parallel the river to a point near the San Juan Rapids.

At least half of the Rossmoor Bar Area's 855 acres show the effects of past dredging operations. Portions of the bar at a slightly higher elevation consist of large open areas with few trees.

The area rises along its southern edge. The eastern end of the Rossmoor Bar boundary is approached by the river in the Clay Pool section where oaks dominate the high ground from there on upstream toward the Lower Sunrise Recreation Area to the east.

The oaks growing along the river at the James C. Mullaney Grove on the high ground above the Clay Pool area are the most significant natural feature in this area. Vegetation, much of it native, has returned to portions of the dredged area where the soil condition has made this possible. Elderberry bushes and the threatened valley elderberry longhorn beetle also occur in the area. There is one medium sized pool and a number of small, possibly intermittent pools surrounded with dense vegetation located within the dredger tailing area. These pools appear to be a favorable habitat for certain species of waterfowl. This area is suitable for the Nature Study Area classification because of significant natural features located in this portion of Rossmoor Bar. Also, in the fall, many migrating king salmon can be observed here. In the shallow area in the reach of the river below the Clay Pool and before the San Juan Rapids, the salmon utilize the gravels for spawning.

Boating and fishing uses are similar to those along the entire upper river. The "Lower Rossmoor" stretch near the water district intakes is favored holding water for shad and attracts many anglers during the May-June shad run. The San Juan Rapids is the most significant rapids on the Lower American River and may attract additional kayakers to the Rossmoor area.

Activities and Facilities

The Carmichael Irrigation District owns land along the river at the Lower Rossmoor stretch. The district's large water collection structures are prominent features in this area.

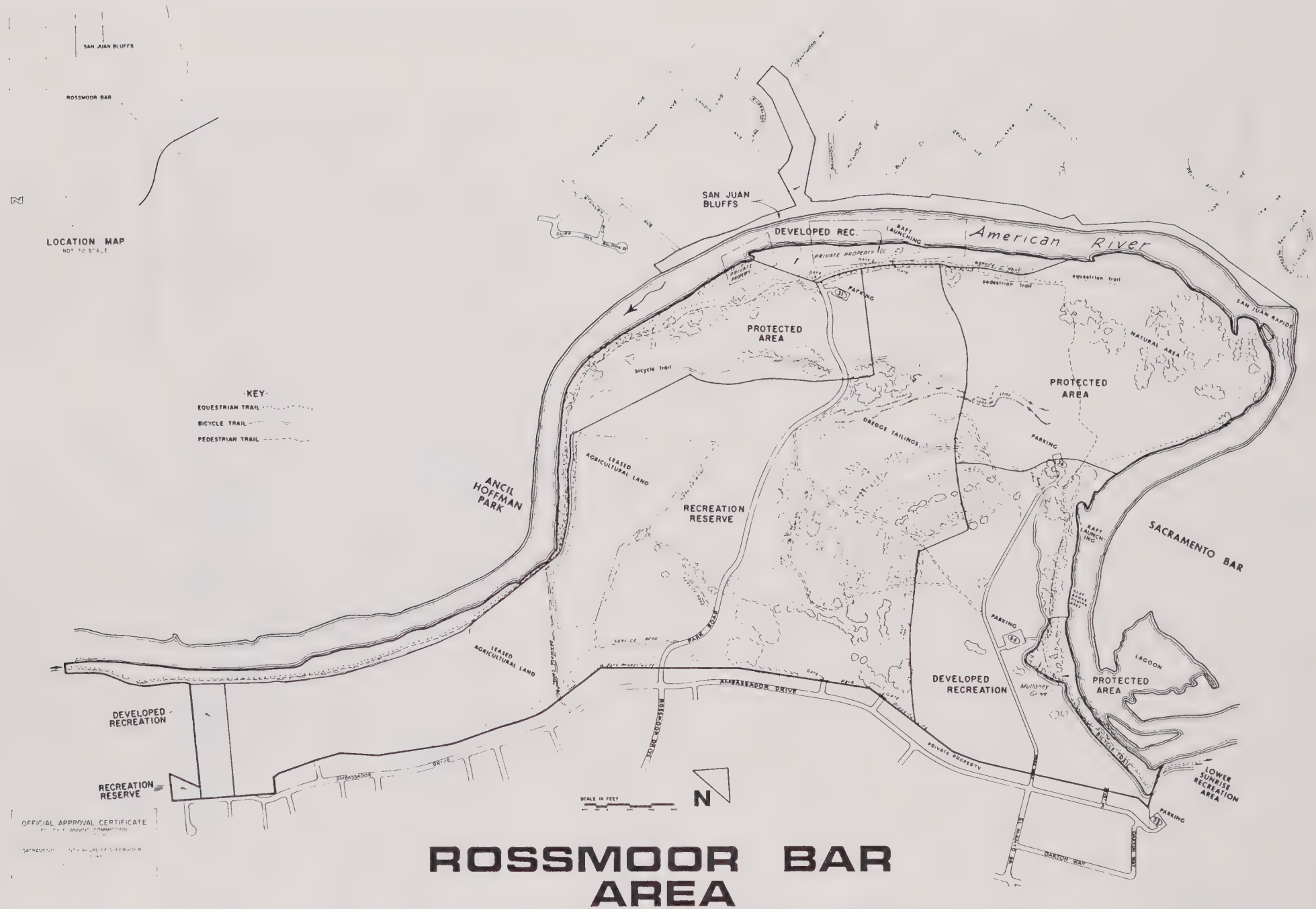
The only significant developed recreation facility at Rossmoor Bar is the bicycle trail. The center section of the trail through the area is being relocated southward to higher ground. Two consecutive winters of well above average river flows cut small channels across the bar and through the bike trail. Picnic tables have been installed along the bicycle trail in oak groves overlooking the river near the eastern end of the Rossmoor Bar Area.

With the exception of 6.7 acres at the western edge, the portions of Rossmoor Bar which are presently being used for agricultural purposes, are designated Recreation Reserve. Any future use of this area, such as recreational use or restoration to a naturalistic condition, should be designed to prevent any impact on the state registered archaeological site located in this area. When the agricultural lease expires on the 6.7 acres adjacent to the Cordova Park, the property shall be transferred by fee title to the Cordova Recreation and Park District for the purpose of expanding the steam train.

In areas designated Developed Recreation, development such as equestrian staging areas should be encouraged. The agricultural area located in the western portion of Rossmoor Bar offers an opportunity to test the workability of restoring a large area to a condition approximating native riparian habitat and providing in the long term a native riparian habitat for enjoyment on the south side of the river. This area would be a suitable site for a native plant nursery and should also be considered as a potential site for oak tree restoration. In the short term, the County should retain the option of renewing the agricultural lease when it expires in 1987.

Although most existing ponds are small, heavily vegetated, and should not be altered, one small pond in a barren dredger tailing area near the San Juan Rapids might be suitable for future dredging to provide a warm water fishery.

At high flows water cuts across the northern end of the bar. Pavement, whether for roads or parking, and other constructed facilities should be kept out of this lower zone. Their destruction is not only costly but creates "litter" which is difficult to remove from the Parkway.



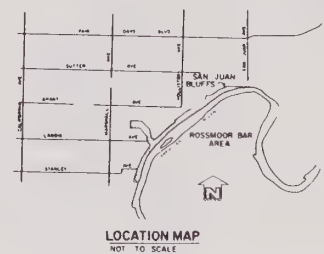
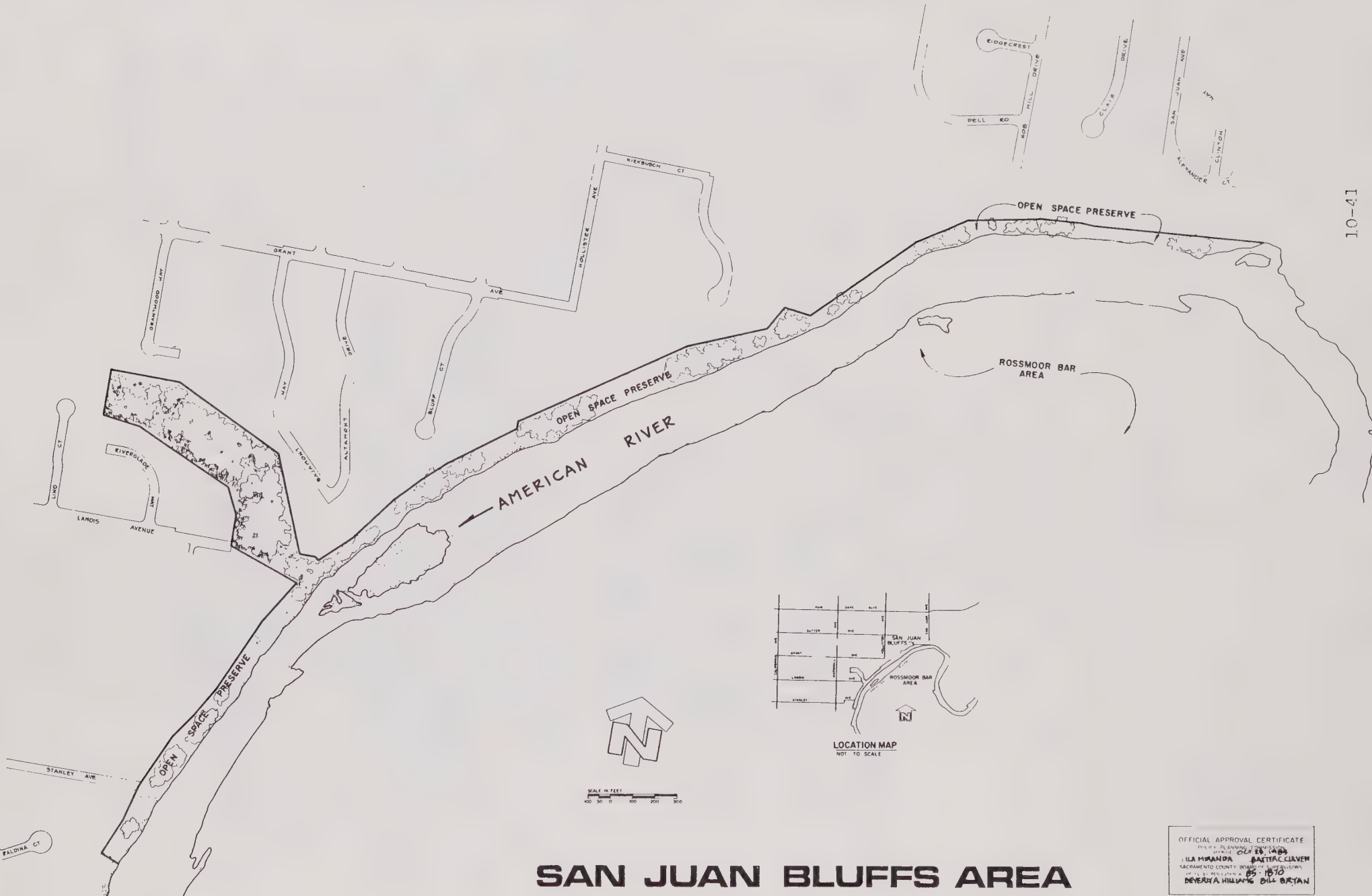
SAN JUAN BLUFFS

Location and Description

The San Juan Bluffs are located on the north side of the American River, bordered by Ancil Hoffman Park on the southwest and Sacramento Bar on the east, and located across the river from Rossmoor Bar. The bluff area is 19.4 acres in size with slopes averaging 70 percent (35 degrees). The San Juan Bluffs are in the Open Space Preserve category. Land in this category must remain undeveloped.

The San Juan Bluffs are subject to erosion which is affected by the river processes, soil conditions, influences of the underlying strata, elevation, and slope. This erosion potential must be given primary consideration whenever land use decisions concerning this area are made.

As a result of the erosion potential of the San Juan Bluffs, extreme care must be taken to prohibit development from occurring on the bluffs. Irrigation practices, surface drainage and vegetation removal must be controlled. Slopes greater than 40 percent (approximately 22 degrees) are generally considered unsuitable for structures or human activity such as climbing, and therefore, should be retained in their natural state.



SAN JUAN BLUFFS AREA

OFFICIAL APPROVAL CERTIFICATE
PLANNING COMMISSION
06-18-1999
JILA MIRANDA, SACRAMENTO COUNTY BOARD OF SUPERVISORS
APPROVED: 05-18-10
DEBRA A. WILLIAMS, BILL BRYAN

SACRAMENTO BAR AREA

Location and Description

The Sacramento Bar Area is located on the north side of the river across from Lower Sunrise and west of Sunrise Boulevard. It is bordered on the south and west by the river and on the north by Waldorf School, Bannister Park, and a residential area. The bluffs in this area average 45%.

Activities and Facilities

The Sacramento Bar Area has two points of access to the north. Access from Fair Oaks Boulevard is possible via Bannister Avenue and Pennsylvania Avenue at the eastern end of the area. Bannister Park is located along the eastern edge of Bannister Avenue with the access road to Sacramento Bar located within the boundaries of the park. Although there are parking facilities at both access points, the parking lot at the Bannister Avenue access point is not within the Parkway. Additional facilities at the Pennsylvania Avenue access area include restrooms, a picnic area, and an equestrian staging area. There is a raft launch area located near the picnic area at the river shore and a low level bridge just east of the launch area. This bridge provides access to the Lower Sunrise Recreation Area of the Parkway.

The Sacramento Bar Area has a very serene character because of the natural features present in the area. The Protected Area of Sacramento Bar extends from the Nature Study Area on the west to the Developed Recreation Area at the eastern portion of Sacramento Bar. This area contains naturally occurring vegetation and wildlife which should be protected from intensive intrusion.

The Nature Study Area along the western border of Sacramento Bar is a heavily wooded region consisting of riparian woodland and grassland vegetation. This area should be left in its natural state.

Recreational features located throughout Sacramento Bar include a hiking trail, an equestrian trail, and a bicycle trail. There is a service road that extends from approximately the middle of Sacramento Bar, encircles the Protected Area and terminates near the picnic area to the east. Development of an emergency access dirt road will have a minimal impact on the Nature Study Area. There will be a gate at the terminus of the road at the Waldorf School so that its use will be strictly limited to emergency use.

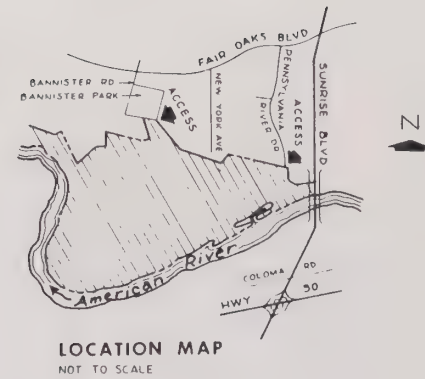


SCALE

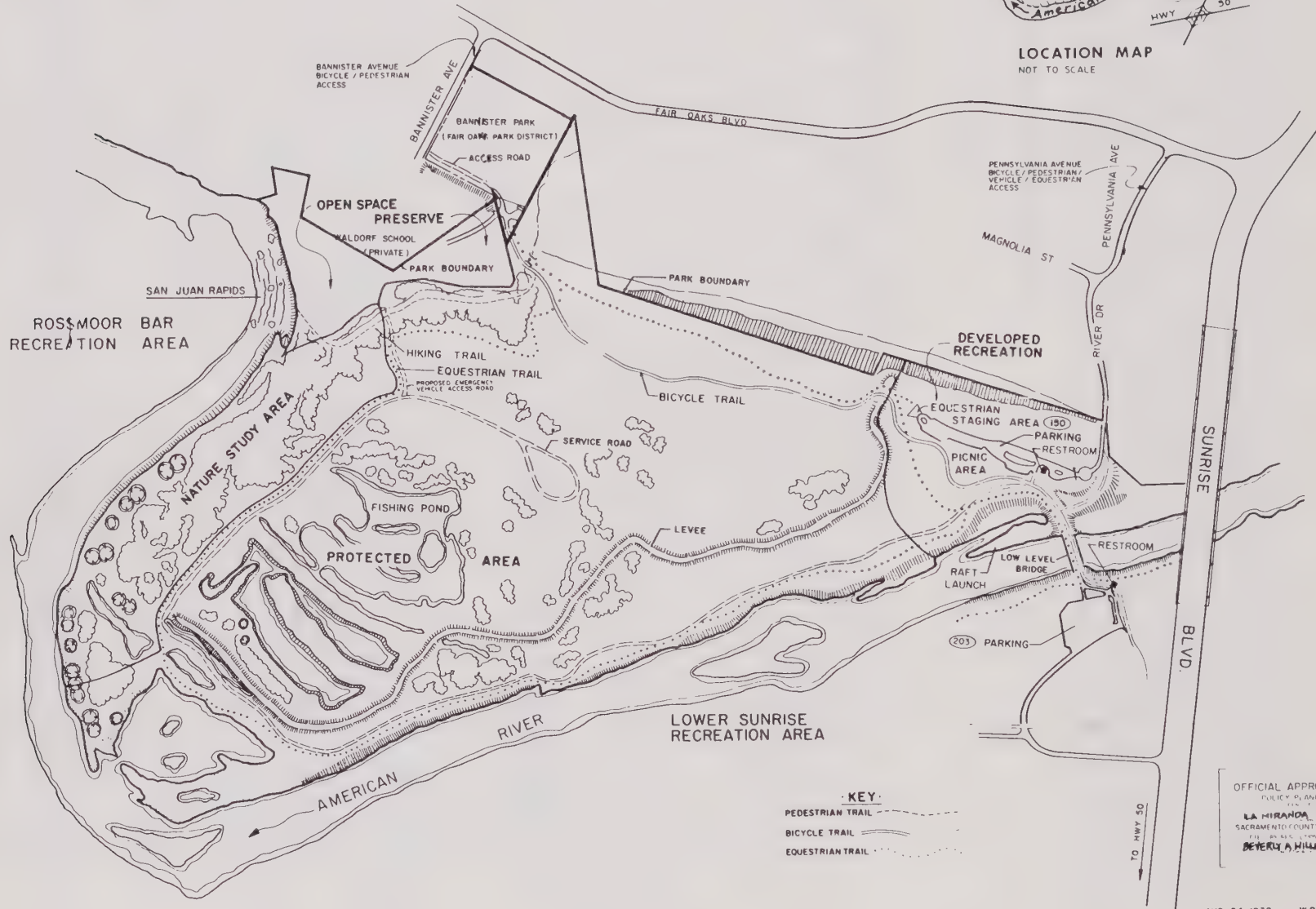


SACRAMENTO BAR AREA

A PORTION OF THE AMERICAN RIVER PARKWAY



LOCATION MAP
NOT TO SCALE



OFFICIAL APPROVAL CERTIFICATE
POLICY PLANNING COMMISSION
OCT 25, 1979
LA MIRANDA BAKER C. OLIVER
SACRAMENTO COUNTY BOARD OF SUPERVISORS
FILE NO. SAC. 1979-05-1870
BETHEL A. WILLIAMS BILL BRYAN

AUG 24, 1979 WB

SUNRISE RECREATION AREA

The Sunrise Recreation Area is on the south side of the river extending both upstream and downstream from the Sunrise Boulevard Bridge for a total of 3½ miles in length.

Lower Sunrise Area

Location and Description

The Lower Sunrise Area is located between the Rossmoor Bar Area and the Sunrise Boulevard Bridge and bordered on the landward side by Gold River, a large residential development. The area includes a state registered archaeological site, wooded areas, a grove of oaks and a landmark cottonwood tree. There are also grasslands and a marshy area which provide varied wildlife habitat. Although the river bank drops sharply to the river, a gentle slope at the eastern end of the park provides a good raft launch site.

Activities and Facilities

Access at the western end of Lower Sunrise is via Ambassador Drive. Access at the eastern end is off of Bridge Street located on the east side of the Sunrise Bridge. This access exits west of the bridge. There is a fee collection kiosk at the entry off of Bridge Street that serves both Upper and Lower Sunrise. Parking is provided in a small lot off Ambassador and in a large paved lot at the eastern end, with an additional unpaved lot and a parking area reserved for horse trailers. There is an informational kiosk near the trails, parking lot and raft launching site.

A low level bridge for pedestrians and bicycles connects the eastern end of the Lower Sunrise Area with Sacramento Bar across the river.

Lower Sunrise is developed with restrooms and drinking fountains near both entrances. A turfed area with picnic tables near the center of this park serve individual and family groups. Additional facilities for picnickers could be provided, although the proximity of the park to residences precludes intensive development.

Upper Sunrise Area

Location and Description

The upstream portion of the Sunrise Recreation Area extends from the Sunrise Boulevard Bridge to Hazel Avenue, excluding the State Department of Fish and Game Region Headquarters and the Nimbus Fish Hatchery. It is a relatively narrow strip of land, heavily wooded, and it includes plant species not found lower on the Parkway. Additionally, a state registered archaeological site can be found in this area. The river bank drops sharply in most areas with a few small beaches where the slope is gentler. The landward side of the Upper Sunrise Area backs up to a large newly developed residential area.

Activities and Facilities

Access to the Upper Sunrise Area is off of Sunrise Boulevard and Bridge Street at the western end through the same entry that serves Lower Sunrise. Access to the eastern end is near Nimbus Fish Hatchery. Parking is provided at a paved lot at the western entry. Small unpaved lots are scattered along the access road that goes east into the park and two gravel lots serve the eastern end.

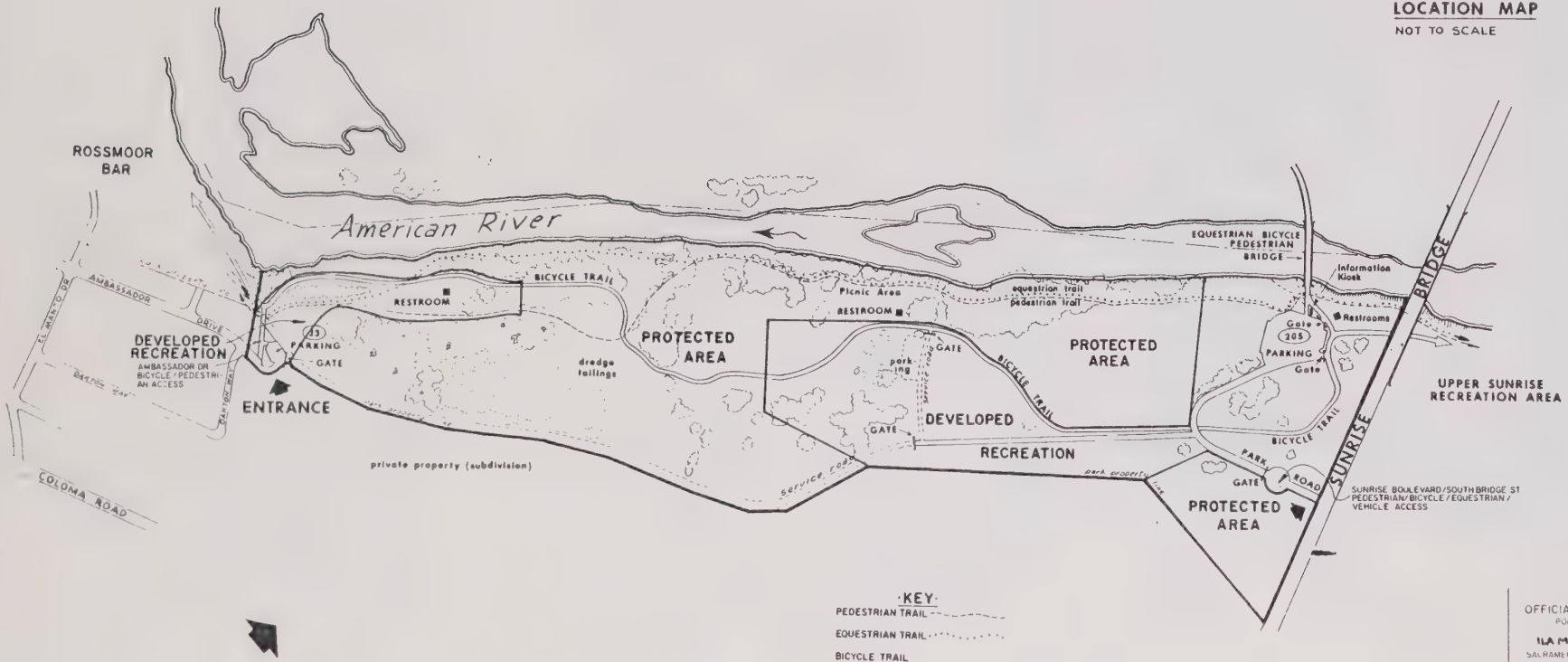
Bicycle, pedestrian and equestrian trails go through the area. The old Fair Oaks Bridge links the trails in the Parkway to Bridge Street in Fair Oaks.

A car-top boat launching facility is located near the western entrance; another is located further upstream.

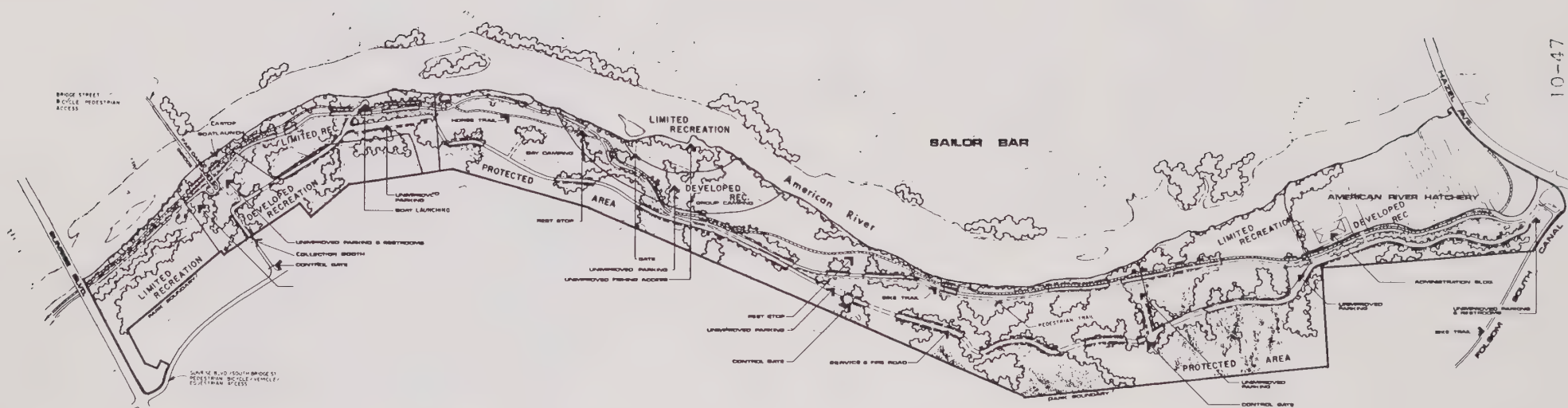
A primitive day camp site is located midway in the park. The site includes an amphitheater, picnic tables, portable restrooms, a nature trail and an orienteering trail. Near the day camp are old stone walls providing evidence of early gold mining activities. The Upper Sunrise Area does not have permanent restrooms. Possible improvement to the area could be a replacement of portable restrooms with permanent restrooms and the provision of drinking water. More intensive development should not be considered because of the unique quality of the vegetation and the cultural resources which should remain fully protected.

LOWER SUNRISE AREA

A PORTION OF THE AMERICAN RIVER PARKWAY • SACRAMENTO COUNTY • CALIFORNIA



OFFICIAL APPROVAL CERTIFICATE
POLICY PLANNING & COMMUNITY
OCT 23, 1985
ILA MIRANDA BARTER GULVER
SACRAMENTO COUNTY BOARD OF SUPERVISORS
88-1870
DEVERLY & WILLIAMS BILL BRYAN



UPPER SUNRISE AREA LAND USE & DEVELOPMENT PLAN

COUNTY OF SACRAMENTO, CALIFORNIA

SCALE IN FEET
N

APPROVED BY THE BOARD OF SUPERVISORS

OFFICIAL APPROVAL CERTIFICATE
DATE: 10-10-88
BY: MARIANA BATES-CULLEN
SACRAMENTO COUNTY BOARD OF SUPERVISORS
PENNY A. WILLIAMS, DALL BRYAN



KEY
PEDESTRIAN TRAIL
BIKE TRAIL
EQUESTRIAN TRAIL

SUNRISE BLUFFS

Location and Description

The Sunrise Bluffs are located on the north side of the American River, bordered by Sunrise Boulevard on the west and Natoma Avenue on the east. The bluff area encompasses 26.5 acres with slopes averaging 100 per cent (45 degrees) or over. Currently the Sunrise Bluffs are in the Open Space Preserve category. Land in this category must remain undeveloped.

The Sunrise Bluffs, like the San Juan Bluffs, are subject to erosion processes which are affected by the river patterns, soil conditions, influences of the underlying topography, elevation and slope. This erosion potential must be given primary consideration whenever land use decisions concerning this area are made.

As a result of the erosion potential of the Sunrise Bluffs, extreme care must be taken to prohibit development from occurring on the bluffs, overwatering, and the removal of vegetation. Slopes greater than 30 percent (17 degrees) are generally considered unsuitable for structures or human activity such as climbing, and therefore should be retained in their natural state.

SUNRISE BLUFFS AREA



LOCATION MAP
NOT TO SCALE



OFFICIAL APPROVAL CERTIFICATE
POLICY PLANNING COMMISSION
OCT 29, 1985
MA MIRANDA
BARTER CLAYTON
SACRAMENTO COUNTY BOARD OF SUPERVISORS
ADOPTED BY RESOLUTION 85-810
BETTY A. WILLIAMS
BILL BRYAN

SAILOR BAR AREA

Location and Description

Sailor Bar is located on the north side of the American River, between the Hazel Avenue Bridge to the east and a point upstream from the old Fair Oaks Bridge. The area is approximately 375 acres in size. Bluffs as high as 100 feet above the river provide the north boundary, while the river provides the south boundary. Ravines throughout the area cover over 115 acres and dredge tailings provide the greater part of the ground cover. Natural vegetation is found mainly along the river, on the bluffs and in the ravines. Several parts of the area are bisected by roads. Some of these byways provide access to the river for fishing and boating and can be used for emergency access. Posts and cables have been used throughout to define roadways and prevent unlawful use by vehicles.

Illinois Avenue is the eastern vehicular entrance to Sailor Bar. Located at this access point is a small house and several out buildings which provide residence for a caretaker of the area. To the north is a man-made pond that provides an opportunity for warm water family fishing. Further north and west of the pond is an area commonly called "80 acres" that has been designated as a Nature Study Area. At the present time there are two hiking trail entrances; one at Oak View Way, and the other at Emperor Drive. Further west is a third entrance to the Sailor Bar Area originating at Kenneth Avenue. This entrance is used by both equestrians and pedestrians. South of the entrance, near the center of Sailor Bar, is a day camp, commonly called "Camp Sabadaca." Included in this area, which is over 1/2 acre in size, are picnic tables, a fire ring, grass and trees. Near the west end of the Sailor Bar Area is an empty, unused excavation which had been intended for a lake. Near the excavation is a series of steps leading to a flag pole. These are remnants of the implementation of a plan developed prior to the County's acquisition of Sailor Bar.

Olive Avenue is the western vehicular entrance to the area. Two surfaced parking lots are located on each side of the entrance road. Adjacent to the parking lot which is south of the entrance road is a large turfed picnic area, bordered by trees. Foot trails to the river originate from this area. Adjacent to the parking lot located north of the entrance road is a small utility building which provides service to the area.

The Sailor Bar area was once the site of extensive gold dredging and currently provides limited recreation opportunities for hikers, equestrians, anglers, boaters, small picnic groups and day campers.

Activities and Facilities

Existing facilities at Sailor Bar include a day camp, equestrian trails, pedestrian trails, a car top boat launching area, a turfed picnic area, a paved parking area, unimproved access roads to the river (including informal parking), a caretaker's house with outbuildings and a portable restroom facility. Activities which currently take place at Sailor Bar include day camping, horseback riding, running, nature study, fishing, boating, and picnicking.

Activities which are encouraged for the Sailor Bar Area include the existing activities described. The Board of Supervisors adopted a land use and development plan for the Sailor Bar Area in 1979. That plan recommends the

gpt016ts

addition of an interpretive center, equestrian staging area, corporation yard and several turfed picnic areas. These developments are recommended for location in the Developed Recreation, Limited Recreation, and Protected Areas in the southern and eastern portions of the park to ensure minimal impact on adjacent residential properties. Wheelchair trails would supplement the activities currently existing and proposed at Sailor Bar. Additionally, those portions of Sailor Bar which are designated for developed recreation may be considered as potential sites for a native plant nursery.

Placer mining as well as gold dredging operations took place on Sailor Bar in the late 1800's. Since this is a major part of California history, some consideration should be given to educate the users of the Parkway about this history.

The warm water fishing pond near the Illinois Avenue entrance provides a natural quiet setting for nature study as well as fishing. This area should be considered as a potential location for the provision of wheelchair and other handicapped access.

Natural vegetation and wildlife have returned among the tailings and any major "improvements" could reverse this process. In addition, access conditions are not very good, since the Olive Avenue vehicular access winds through an established neighborhood to the west.

Sailor Bar is bordered by developed residential areas to the east, west, and north. Any development of the Sailor Bar Area should consider activities which have minimal impact on natural vegetation, wildlife, and adjacent residential properties.

SAILOR BAR AREA

A PORTION OF THE AMERICAN RIVER PARKWAY · SACRAMENTO · CALIFORNIA



KEY

- unimproved road
- paved road
- equestrian trail

JULY 1980

OFFICIAL APPROVAL CERTIFICATE
 PREPARED BY: [Signature]
 DATE: [Date]
 PROJECT: [Project Name]
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]

10-52

NATOMA STATE RECREATION AREA

Location and Description

The Lake Natoma Unit of the Folsom Lake State Recreation Area is located between Hazel Avenue and Folsom Dam upstream from the County-operated portion of the Parkway. The area encompasses approximately 500 surface acres of water and 1,300 acres of land. The California State Department of Parks and Recreation manages the area as a component of the Auburn Reservoir Project/Folsom Lake State Recreation Area. The Folsom Lake State Recreation Area General Plan (Folsom Lake General Plan) was adopted by the State of California in 1980, and is incorporated by reference into this American River Parkway Plan.

Purpose

According to the Folsom Lake General Plan for this area, the purpose of the Folsom Lake State Recreation Area, including the Lake Natoma Unit, is to make available the recreational activities afforded by the reservoirs on the American River, including aquatic features, environmental amenities, and the historic values of the locations, and to interpret those resources to the public. The portion of the Folsom Lake General Plan which is applicable to Lake Natoma emphasizes low-key recreation use and preservation of the area's wild and quiet character and beauty. The overall emphasis is to upgrade and enhance existing facilities, with a particular emphasis on reducing the environmental impacts of powerboats.

The Folsom Lake General Plan objectives for the Lake Natoma Unit are as follows:

- "1. To preserve the wild and quiet character and beauty of the area as a whole.
2. To reduce boat noise on the lake.
3. To upgrade the quality of existing recreation use areas, and to solve the physical problems in these areas.
4. To minimize environmental damage caused by recreation use and development.
5. To emphasize low to moderate intensity recreation in developed areas.
6. To reclaim a portion of lake shore dredger tailings, with small scale dredging to create islands, channels, and shallow warm water lagoons for day use.
7. To tie bicycle and riding and hiking trails from Sacramento to Folsom Lake and beyond.
8. To encourage an improved fishery resource

9. To encourage non-vehicle circulation in the unit area.
10. To support programs that provide increased accessibility to the park area by addressing the transportation needs of urban residents, the elderly, developmentally disabled, mentally retarded, low income, and youth.
11. To interpret to the public the significant natural and cultural resources of the landscape.
12. To monitor recreation use, and to periodically reassess the ability of the resources to absorb the use they are receiving; to adjust recreation use as necessary to adequately protect resource values."

Activities and Facilities

The predominant, and most attractive, feature of the Lake Natoma Unit is the 500 acre lake itself. In addition, the Unit offers automobile campgrounds, picnic areas for all sized groups, fishing access, sailing opportunities, boat launch ramps, nature study areas and similar facilities. The Jedediah Smith Memorial Bicycle Trail connects Discovery Park to Folsom Dam. Other bicycle and hiking trails are located within the area as well.

A number of interpretative opportunities are available within the Lake Natoma Unit including the following:

- Evidence of historic gold rush era mining, including numerous dredger tailing rock piles
- Plans are underway to restore the Folsom Powerhouse, an 1895 electric power generating plant, as a site of historical interest.
- The State Indian Museum, along with scatterings of many minor historic and prehistoric cultural sites, is planned to be an 80-acre complex. The purpose will be to preserve, conserve, acquire, protect, and interpret the physical, cultural and intellectual legacy of the Indians of California. The site was chosen over several alternative locations throughout the State.

Several subunits are identified in the Lake Natoma Unit. These subunits are described in detail in the Folsom Lake General Plan, and are summarized below:

Negro Bar

Negro Bar encompasses 115 acres between Lake Natoma and Greenback Lane in Orangevale. Picnicking, boating, fishing, sunbathing, swimming, horseback riding, and hiking are favorite activities at this site, and the proposed American River Bikeway extension will pass through the area. Facilities at Negro Bar include one four-lane boat launching ramp with an oversized parking area, two group camping units with a total capacity of 100 people, a 20-site family campground, 72 picnic sites, and one RV sanitation station.

Lake Natoma Bluff

Lake Natoma Bluff is located south of Negro Bar, on the west shore of the lake. The Bluff rises 300 feet above the lake's surface and commands views of the lake and the Sierra Nevada Crystal Range. Other than the riding and hiking trail, no recreational facilities exist on the bluff.

Mississippi Bar

Mississippi Bar is more than one square mile in size, and consists primarily of dredger tailings from early gold operations. The area is largely devastated by recent gravel operations. Ownership of Mississippi Bar is being transferred from a private aggregate mining company to the State of California in phased stages and the excavated areas are being recontoured as this transfer occurs. Excellent opportunities exist for warm-water swimming and fishing ponds, primitive campsites, native plant restoration projects, and a variety of trails. The Folsom Lake General Plan also shows an equestrian facility, including staging area and trails in this area.

Lake Natoma Overlook

This area is located on a small bluff which overlooks Lake Natoma and Nimbus Dam. The overlook is accessible by vehicle from Hazel Avenue, which intersects State Highway 50 about one mile to the south. No formal facilities exist at the site.

Nimbus Flat

Nimbus Flat is a 75 acre shelf, located immediately upstream from Nimbus Dam on the south side of the lake. The area is primarily used for small power and sailboat launching, with some shore fishing, picnicking, swimming, sunbathing, and hiking. Existing facilities include picnic sites and two boat launching ramps.

Willow Creek

The Willow Creek inlet to Lake Natoma forms a small cove, with a gravel shoreline bordered by thick vegetation. This site is located about 500 yards from Folsom Boulevard, but is isolated from traffic sight and noise by a densely wooded area. The site is used for fishing, picnicking, and car-top boat launchings. This area is intended for low intensity use.

Nimbus Shoals

Nimbus Shoals is a small river bar, located immediately below Nimbus Dam. The site is subject to periodic flooding when large water releases from the dam occur. The area is popular for fishing, canoeing and rafting. No picnic tables, restrooms, or drinking water are available.

Summary of Use

The Folsom Lake General Plan recommends improvements to these areas, largely in the form of parking improvements, camping and picnic facilities, new trails, and major interpretation centers. Including those proposed additions, park usage at the Lake Natoma Unit is intended to increase from 433,000 per year (1978), to an ultimate capacity of 1.3 million per year. The table below summarizes existing and proposed facilities in the Lake Natoma Unit.

TABLE 10-1

SUMMARY OF PROPOSED PUBLIC FACILITIES *
IN THE LAKE NATOMA UNIT

		<u>Existing</u>		<u>New</u>		<u>Total</u>
Auto campgrounds	(1)	20 sites		-----	(1)	20 sites
Picnic areas	(4)	96 sites	(3)	194 sites	(7)	290 sites
Multi-use area--						
group camps	(2)	100 people		-----	(2)	100 people
Bicycle trails		-----		8 miles		8 miles
Riding and hiking trail						
staging areas		-----		80 veh.		80 veh.
Riding and hiking trails		8 miles		7 miles		15 miles
Boat launching ramps	(3)	9 lanes		-----	(3)	9 lanes
Shoreline/beach access		229 veh.		371 veh.		600 veh.
Vistas, museum, and						
historic sites	(2)	60 veh.	(3)	210 veh.	(5)	270 veh.

* Source: Folsom Lake State Recreation Area General Plan

Role of the Lake Natoma Unit in Meeting Recreational Demand

The American River, including waters impounded by its dams, provides a broad spectrum of recreational opportunity, ranging from passive use of natural areas to water skiing, boat racing, and automobile camping. Each recreational unit of the river plays a unique role in providing this opportunity. The challenge in administering these recreational units is to develop the character of each area so that it retains an identity of its own, and yet compliments the larger recreational composite. If planned correctly, the separate recreational units of the American River will provide this broad spectrum of recreational opportunity with a minimum of gaps and overlaps. Different users of the respective facilities will naturally tend to migrate among the recreational units to some extent, and may even do so unwittingly. However, by separating incompatible recreational uses, and by delegating administrative responsibilities of those separate units to the appropriate public agencies, the inherent conflicts between these uses can be minimized or eliminated. To the casual user of the Parkway, there is little apparent difference between the Natoma State Recreation Area and the County-operated American River Parkway, largely because of the similar natural amenities in the two areas, and because the State of California and the County of Sacramento have similar policies for protecting these amenities. There is, however, at least one significant difference in their respective operational approaches. The State facilities are intended to meet the recreational needs of the larger State population, and thus tend to be oriented more to the travelling public than are the County-operated facilities, which serve the needs of the regional population of the Sacramento area. For example, the Lake Natoma Unit of the Folsom Lake State Recreation Area includes a family-unit automobile campground at Negro Bar. These facilities are not permitted in the County-operated portion of the Parkway.

In order to facilitate coordination in the planning and management of the American River Parkway, it should be the responsibility of the respective State and County agencies to inform each other of any large scale public or private improvement proposals, requests for entitlement of use, plans for large scale events, or proposed policy changes which would affect the Parkway.

CHAPTER 11 IMPLEMENTATION

JURISDICTIONAL RESPONSIBILITIES

Each of the following entities has a role in the implementation of the Parkway Plan.

Sacramento County Department of Parks and Recreation

The Sacramento County Department of Parks and Recreation has primary responsibility for the administration and management of the portion of the American River Parkway between Hazel Avenue and the confluence with the Sacramento River. The Department acts on the direction of the County Board of Supervisors and on the advice of the Recreation and Parks Commission. By agreement, the Department's jurisdiction includes both the unincorporated and City of Sacramento portions of the Parkway.

Administration and management is the day-to-day operation of the Parkway. It also includes the preparation of proposed specific development plans and implementation schemes. Such planning measures are reviewed by the Recreation and Parks Commission, and are subject to approval by the Board of Supervisors. The planning measures must be consistent with the goals and policies of this Plan.

The Department is also responsible for providing park rangers with law enforcement power within the Parkway. Their authority includes the control of people and their activities, and the enforcement of laws and Parkway rules and regulations.

Sacramento County Planning Department

The Sacramento County Planning Department's primary responsibility is to aid in the development and monitoring of long-range policies for the Parkway. The Department is also responsible for the administration of land, policy and development review for properties within or adjacent to the Parkway, or those which could have an effect upon the Parkway.

City of Sacramento Planning Department

The responsibility of the City of Sacramento Planning Department is to administer land use policy and development review within its jurisdiction in a manner which is consistent with the City's Comprehensive Zoning Ordinance and General Plan, and the adopted Parkway policies.

Sacramento County Sheriff's Department

The Sacramento County Sheriff is responsible for providing public safety services and public protection for the unincorporated portion of the Parkway.

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Sacramento City Police Department

The Sacramento City Police Department is responsible for providing public safety services and public protection for that portion of the Parkway which is within the City limits.

Local Fire Districts

Sacramento City Fire Department
American River Fire Protection District
Fair Oaks Fire District
Florin Fire Protection District
Folsom City Fire Department
Rancho Cordova Fire District
Citrus Heights Fire Protection District

The responsibility of the various fire service agencies is to provide fire protection and related emergency services to the portions of the Parkway within their respective jurisdictions.

State Water Resources Control Board

The State Water Resources Control Board has overall responsibility for the administration of water rights and for water quality control in California. As such, it is the primary permitting agency for the appropriation of water from the American River. The State Board also acts as general overseer and reviewer of the actions of the Regional Water Quality Control Boards.

Central Valley Regional Water Quality Control Board

The Central Valley Regional Water Quality Control Board has jurisdiction over maintenance of the quality of the water in the Lower American River. The Board is responsible for issuing requirements and regulating the discharge of waste; both directly into the river and into groundwater which may ultimately reach the river. The Board is also responsible for enforcing its regulations. Enforcement can be by cease and desist orders, clean-up and abatement orders, and by court action. The Regional Board is also responsible for surveillance. It must monitor to detect new sources of pollution as well as ensure that on-going discharges meet its requirements.

Flood Control Agencies

California State Department of Water Resources
State Reclamation Board
American River Flood Control District
Sacramento County Division of Water Resources
Reclamation District 1000

These agencies are responsible for flood control along the river. The California State Department of Water Resources is responsible for maintenance of the Lower American River channel from its mouth upstream to the Carmichael Bluffs.

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The State Reclamation Board is the state agent primarily responsible for flood control over all levees and any development within the river floodway that might affect flood flows. Although it is administratively under the State Department of Water Resources, the Board has jurisdiction over the Department of Water Resources maintenance areas 10 and 11, which is essentially the river frontage of the Arden-Arcade community.

The American River Flood Control District is responsible for the levees that provide protection primarily to the City of Sacramento. Further east, the Department of Water Resources maintenance areas 10 and 11, and the County Division of Water Resources, are responsible for levee maintenance.

Reclamation District 1000

Reclamation District 1000's jurisdiction regarding the American River Parkway consists of inspecting and maintaining the right bank levee of the Natomas East Main Drainage Canal from its point of entry into the Parkway near Northgate Boulevard, continuing westward (beneath a portion of the Garden Highway) to the point of discharge into the Sacramento River at the Discovery Park boat launching ramp basin. The portion of the East Natomas Drainage Canal which is located within the Parkway is commonly called Bannon Slough.

Attorney General, State of California

The Attorney General, State of California has jurisdiction for the determination of whether any violations of the State Wild and Scenic Rivers Act occur.

California Department of Transportation

The California Department of Transportation (Caltrans) maintains jurisdiction and responsibility for the State highways which cross the Parkway.

California State Department of Parks and Recreation

The jurisdiction and responsibility of the California State Department of Parks and Recreation extends eastward from Hazel Avenue. This is nearly one-quarter of the total Parkway. The Lake Natoma Unit is part of the Folsom Lake State Recreation Area. It is administered by this Department's American River Administration District.

State Department of Fish and Game

The State Department of Fish and Game has two primary responsibilities. The first is the enforcement of state hunting and fishing regulations. The second responsibility is the maintenance of anadromous fish populations. This responsibility is accomplished in a variety of ways such as enforcing spawning closures, holding jurisdiction over streambed alteration and operating two fish hatcheries. One of the fish hatcheries funded by the Bureau of Reclamation is specifically for fish replacement within the American River.

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California State Lands Commission

The river bottom is held in a public trust. The State Lands Commission is responsible for issuing permits for all development affecting the river bottom.

Cal Expo

The Board of Directors of the California Exposition and State Fair is responsible for preparing and adopting a management plan for the floodplain area of the State Fair property. This management plan must comply with all applicable Federal and State laws and policies such as the Federal and State Wild and Scenic Rivers Acts, Federal Endangered Species Act, Federal Wetlands Preservation Policy as reflected in Executive Order 11990, the California Environmental Quality Act (CEQA), and the Bushy Lake Preservation Act. The Bushy Lake Preservation Act designates Bushy Lake and its surroundings as a Natural Preserve, in order to "...preserve such features as rare or endangered plant and animal species and their supporting ecosystems, and representative examples of plant and animal communities existing in California prior to the impact of civilization."

The remainder of the Cal Expo floodplain is to be managed as a State park, in order to "...preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora..." Improvements which are attractions in themselves, or which are otherwise available to the public within a reasonable distance outside the park, are not permitted.

The Cal Expo Board is responsible for assuring that no changes are made in the uses of the Cal Expo floodplain until the Board has adopted a plan in accordance with all of the above indicated Federal and State laws and policies.

U.S. Department of the Interior

The U.S. Department of the Interior has jurisdiction for the determination of whether any violations of the Federal Wild and Scenic Rivers Act occur.

U. S. Army Corps of Engineers

The American River is a designated navigable waterway. Because of this, the U. S. Army Corps of Engineers has jurisdiction and is a permitting authority for any development or activity which may affect the river's floodway.

U. S. Bureau of Reclamation

The U. S. Bureau of Reclamation, which operates both the Folsom and Nimbus dams, is responsible for maintaining adequate water flows through the Parkway. Releases, by agreement, must be sufficient to maintain all existing instream beneficial uses of water and, must be controlled enough to prevent undue flooding and erosion during peak runoff periods.

PLANNING AND DEVELOPMENT PROCESS

This American River Parkway Plan is a policy document and a component of the Sacramento County General Plan. Its purpose is to guide the planning,

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protection, and use of the Parkway. In order to translate this plan into programs and physical improvements, it is essential that a logical process be followed, progressing from the general to the specific. The pertinent documents and their respective roles in this process are described in Table 11-1, which is a schematic representation of this process. Where required, environmental documentation will be prepared.

Sacramento County General Plan Land Use Map and Text

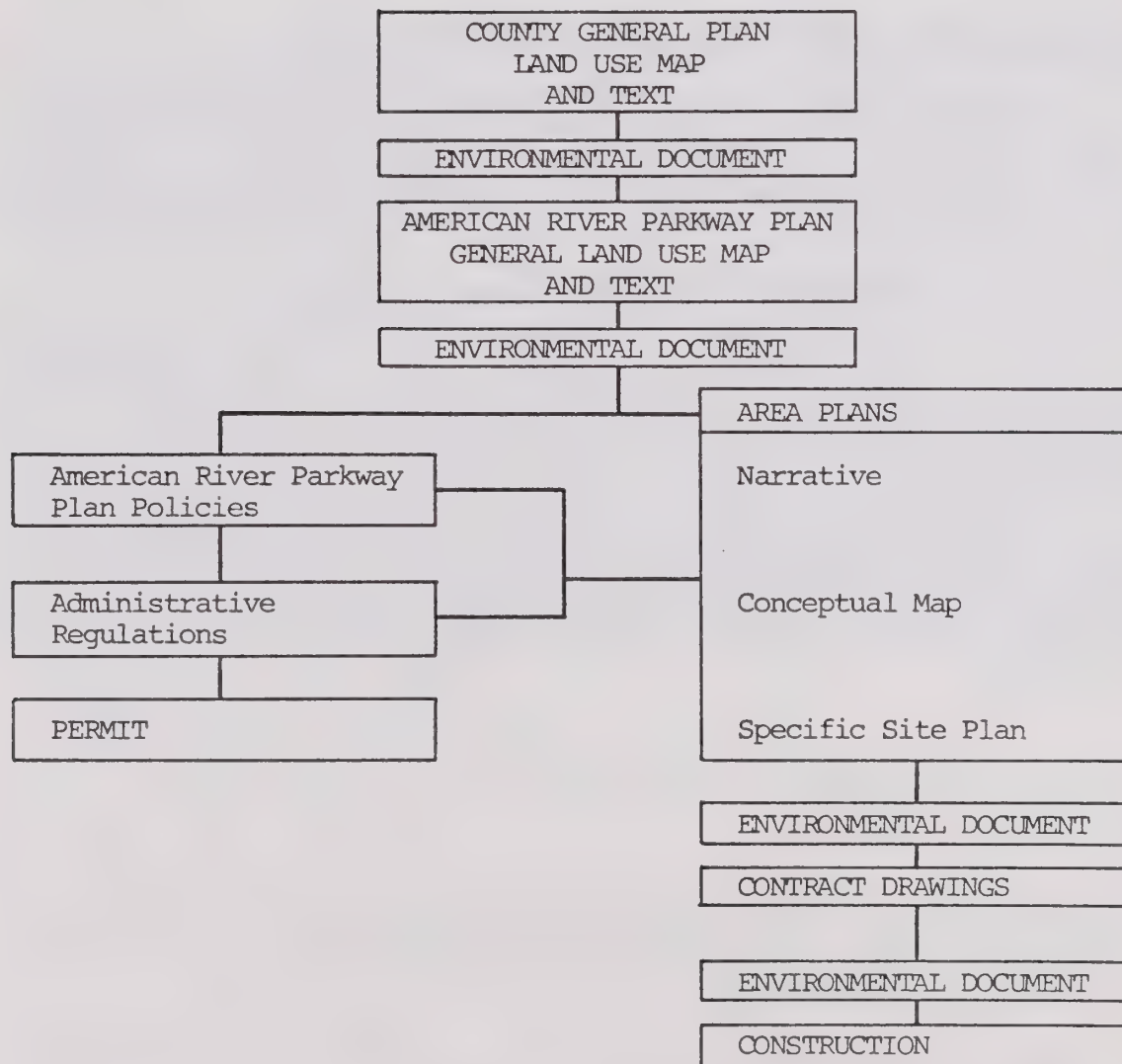
The Sacramento County General Plan, adopted by the Sacramento County Board of Supervisors, guides the general land use and development of Sacramento County. The Parkway Plan is a component of the General Plan. Normally, the General Plan need be addressed only when amending the Parkway Plan or when considering activities or facilities deemed to have a County-wide impact.

American River Parkway Plan General Land Use Map and Text

The Parkway Plan translates the County General Plan into a more detailed plan which is specific to the American River Parkway. The Parkway Plan is adopted and amended by the Sacramento County Board of Supervisors. The Parkway Plan Land Use Map separates the Parkway into six general land use categories, and identifies general locations of trails, access, and other improvements. The Land Use chapter of this text, which is the major working component of this Plan, identifies acceptable activities and facilities in the Parkway. This chapter identifies the appropriate land use categories in which these uses may be permitted, provided that they are consistent with the area plans. The Land Use chapter shall be consulted first in determining consistency with the Parkway Plan.

Table 11-1

**AMERICAN RIVER PARKWAY PLAN
IMPLEMENTATION PROCESS**



Area Plans

An area plan is prepared for each of the recognized sub-units of the Parkway Plan prior to the installation of physical improvements. These plans are more detailed than the General Land Use Map, and describe activities and facilities permitted or prohibited within their boundaries. Each activity and facility must be consistent with the general land use categories described in the Plan text, and no facility or improvement may be installed or constructed unless consistent with its respective area plan. The area plans must be reviewed in determining the appropriateness of a physical change in the Parkway.

There are three steps to completion of an area plan. The first is a narrative which describes the location, boundaries, natural and man-made features, general purpose of the area, opportunities and constraints for use, and many of the permitted and prohibited activities and facilities. This component of each area plan is included in the Parkway Plan text.

The second step in preparing an area plan is to draw a schematic land use map, that shows generalized locations of facilities and natural features, such as picnic area, gamefield area, parking area, access, trees and shrubs. The land use map may not show precise locations or size of structures, but may indicate approximate acreages to be devoted to each general use.

The final step in preparing an area plan is to prepare a specific site plan. This plan, which replaces the schematic map, indicates the precise location size, and configuration of the facilities and significant natural features within the area plan. The specific site plan also indicates road alignments, parking spaces, and capacity of facilities. Elevation and perspective drawings may be incorporated into the site plans as well to illustrate the scale or appearance of a proposed facility. The specific site plan may be adopted as a whole or in phases, consistent with the schematic land use map.

The purpose in creating these three distinct steps is to allow for a degree of specificity which is commensurate with the level of activity that takes place in an area. For instance, Sacramento Bar is largely in the Nature Study and Protected Area land use categories, and needs little in the way of detailed site planning unless a specific change is proposed. Ancil Hoffman Park, on the other hand, is an intensely developed frequently used park which warrants a specific site plan to address the existing uses in the area. In any case, however, implementation of physical development may not proceed to the contract drawing stage until a detailed site plan has been adopted which includes the developments in the contract drawing.

Adoption or modification of an area plan or any of its components shall be determined to be consistent with the County General Plan, provided that it is consistent with the goals, policies, and general land use categories of this Parkway Plan. Adoption or modification of an area plan or any of its components shall be carried out by the Board of Supervisors in accordance with the public hearing process described in this Chapter.

Contract Drawings (Working Drawings)

Contract drawings provide the details of the area development plan which control construction and provide the basis for contract bidding. Contract drawings are reviewed by Parks and Recreation Department staff and the Department of Public Works and are approved by the Recreation and Parks

Commission prior to authorizing construction. These drawings must be substantially in conformance with adopted area plans.

Construction

Construction of authorized projects may be done by the Department of Parks and Recreation for small (force account) projects by the Department of Public Works, or by private contractors. Projects distributed for bids by private contractors must be authorized by the Board of Supervisors. The Board selects successful bidders and approves contracts. Except for small (force account) projects or landscape projects, project inspection is the responsibility of the Department of Public Works. Project acceptance is the responsibility of the Board of Supervisors upon the recommendation of the Department of Public Works.

Parkway Plan Goals and Policies

The goals and policies of this plan provide a long range conceptual framework for the Parkway Plan. The purpose of the goals and policies is to define the intent of this plan in the protection, planning, and use of the Parkway. The goals and policies are particularly useful when it becomes necessary to analyze an issue which is not specifically addressed in the Plan. When such an issue arises, it should be considered in light of these goals and policies, and the decision formalized.

Zoning

The City of Sacramento and Sacramento County both have specific land zoning ordinances regulating uses in and around the American River Parkway. The County zoning ordinance is the Parkway Corridor (PC) Combining Zone. This zone is used in combination with the base zones in the Parkway and on adjacent lands which may have an impact on the preservation, or enhancement of scenic, recreational, fishing, or wildlife values along or near the American River. The County (PC) zone contains standards for uses, buildings and structures, and requires that most uses, buildings, and structures be subject to approval of conditional use permit.

The Sacramento City Comprehensive Zoning Ordinance regulates properties in the American River Parkway. The ARP-F base zone serves a similar function as the County zoning ordinance in that it contains special development standards for all construction and a use permit requirement for most uses.

Certain lands within the Sacramento City limits which are adjacent to the American River Parkway are regulated by the City's Comprehensive Zoning Ordinance (American River Parkway Corridor (PC) Combining Zone). This zone likewise contains special development standards and use permit requirements, and prohibits certain uses that would otherwise be permitted in the base zones with which the (PC) zone is combined.

The City and County zoning ordinances were adopted to compliment the Parkway Plan. These zoning ordinances must be considered for properties regulated by these zones when considering uses and activities in the Parkway.

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Administrative Regulations

The administrative regulations address the day-to-day details of Parkway management, consistent with this Plan. The administrative regulations direct appropriate courses of action for activities such as group events, special events, ranger patrols and permit fees, and should include mechanisms for implementing County ordinances affecting the Parkway. These regulations are developed and administered by the Director of the Sacramento County Parks and Recreation Department, and may be reviewed by the Board of Supervisors for consistency with the Parkway Plan.

PUBLIC HEARING PROCESS

The Parkway Plan is a dynamic document, intended to be responsive to changes while maintaining its guiding principles over the years. The public hearing process provides the forum for considering changes to the Parkway in a manner consistent with these guiding principles. Several public entities, and their roles in the process, are described below.

County of Sacramento Parks and Recreation Department

The County of Sacramento Parks and Recreation Department is responsible for managing the activities in the Parkway and protecting its facilities and natural environment. The Department is also responsible for planning the physical changes to the Parkway in accordance with this Plan. The Director is responsible for formulating recommendations to the Recreation and Parks Commission, and is the technical staff to all public hearing bodies in matters relating to management of the Parkway. The Director may assign members of staff to assist or represent him or her at public hearings.

County of Sacramento Planning Department

The County of Sacramento Planning Department is responsible for developing recommendations on zoning and policy issues affecting land or waters within or adjacent to the Parkway. The Planning Director is responsible for making recommendations to the County Planning Commission, and is technical staff for policy issues. The Planning Director communicates with the County Parks and Recreation Director in developing recommendations for the Parkway, and may present these recommendations directly to the County Recreation and Parks Commission if the two Directors determine this course of action to be the most expedient, otherwise all presentations to the Recreation and Parks Commission are made by the Parks and Recreation Director or the Director's designee. The Planning Director may assign members of staff to assist or represent the Director at public hearings.

County of Sacramento Recreation and Parks Commission

The County of Sacramento Recreation and Parks Commission is appointed by the Board of Supervisors to advise the Board of Supervisors and the Parks and Recreation Director on matters relating to parks and recreation in Sacramento County. All matters pertaining to the planning, policies and management of the

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Parkway are first heard by the Recreation and Parks Commission before being transmitted to the Board of Supervisors, and the recommendations of this commission are included in the transmittal. The Recreation and Parks Commission holds regular meetings which are open to the public and the schedule and agendas are available from the Parks and Recreation Department.

County of Sacramento Policy Planning Commission

The County of Sacramento Policy Planning Commission is appointed by the Board of Supervisors. All matter related to policy interpretation, or amendments to this Plan, are transmitted from the Recreation and Parks Commission to the Policy Planning Commission before being transmitted to the Board of Supervisors. The Policy Planning Commission may meet in joint session with the Recreation and Parks Commission if the two hearing bodies so choose.

City of Sacramento Planning Commission

When a public hearing item is within the Sacramento City limits or would have implications within the City boundaries, the recommendations of the County Recreation and Parks Commission are transmitted to the City Planning Commission simultaneously with the transmittal to the County Policy Planning Commission. The City Planning Commission coordinates with the County prior to transmitting their recommendations to the City Council.

City of Sacramento City Council

The City of Sacramento City Council is the decision making body for project proposals regulated by the City's Comprehensive Zoning Ordinance including properties within the American River Parkway-Floodplain (ARP-F) and American River Parkway Corridor (PC) zones. After recommendation by the City Planning Commission, the City Council may forward their comments to the County Board of Supervisors.

County of Sacramento Board of Supervisors

The County of Sacramento Board of Supervisors is a governing board elected by the voters of Sacramento County. The Board is the ultimate authority for all matters related to the planning and management of the Parkway, unless otherwise indicated by this Plan. The Board of Supervisors meets regularly in public session, all decisions of the Board are final, and may be overturned only by an appropriate court of law.

Public Notifications

Any proposed project within the Parkway which is inconsistent with the goals and policies, or land use categories of this Plan, shall require an amendment to the Sacramento County and City General Plans, subject to public notification as required by State law and the County and City Comprehensive Zoning Ordinances at designated General Plan amendment hearings.

Actions which are consistent with this Plan do not require special public notice, but must be clearly posted on published agendas for the Commissions, City Council and the Board of Supervisors in order for action to be taken.
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ACTION PLAN

To implement the goals and policies of this Plan, an action plan is adopted on an annual basis. The action plan is a separate document, prepared by the Parks and Recreation Department. The Parkway Plan is considered to be a five-year plan but the action plan contains tasks that are more specific and dynamic in nature, therefore the need for a more timely review and update.

Implementation

The Recreation and Parks Commission is the appropriate hearing body to review and place priorities on the items listed in the action plan. This process should coincide with the annual County budget hearings since many of the items involve an allocation of funds. The appropriate source of funding should also be determined during the annual review.

Specific Actions Recommended

The following list of programs and tasks is not all inclusive nor listed in any prioritized order. The list does include those actions which were identified at the time of adoption of the Plan, as being necessary to implement, in the near-term, certain goals and policies of the Plan.

1. Administrative Regulations

- * Develop administrative regulations for the purpose of regulating, as per the goals and policies of the Parkway Plan, the following:
 - group activities
 - special events
 - ranger patrols
 - permit fees
 - other ordinances affecting the Parkway

2. Native Plant Restoration

- * Develop a long-term plan for the elimination of non-native trees and shrubs so that removal takes place on an orderly basis. This plan shall be subject to public review and comment. Priority should be given to removal of those exotics that compete with natives such as pampas grass, eucalyptus and pyracantha.
- * Phase out the eucalyptus trees that screen Arden Bar from adjacent residential areas establishing a planting of native trees parallel to the eucalyptus trees. Once the native trees are mature, the eucalyptus trees can be removed.
- * Establish a program to determine the effects or value of non-natives such as fig, plum and almond within the Parkway to decide if they should remain or be removed. Non-native grasses, except in turfed areas, and non-native herbaceous plants should be discouraged if elimination is not

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feasible. Biological control of undesirable species should be considered. Any enhancement should incorporate the principles set forth in the restoration policies and action plan statements.

- * Pursue oak tree restoration programs in the agricultural lands now within the Parkway at Rossmoor Bar and Goethe Park and on agricultural lands that may be acquired in the future. Pursue a program to reintroduce native annuals and perennials.
- * Establish a native plant nursery within the Parkway to propagate stock for restoration programs. This nursery should be used for education and interpretation as well as a source for native plant stock. Plant stock should be developed from seed and cuttings taken from within the Parkway to preserve the genetic integrity of native Parkway plants. Locations to be considered for this nursery include:
 - Portions of Sailor Bar where the area plan calls for developed recreation
 - Rossmoor Bar
 - Southeastern edge of Goethe Park
 - William B. Pond Park
 - Ancil Hoffman Park - old tennis court site
 - North bank of the river along the bike trail from Harrington Access to the "H" Street Bridge

When a native plant nursery site is chosen, the appropriate area plan will be amended to designate the site.

- * Plant native trees and shrubs in the Developed Recreation and Limited Recreation Areas of William B. Pond Recreation Area which shall be designed to provide protective linear greenbelt corridors for wildlife to use when crossing the areas.

3. Interpretive Program

- * Adopt an Interpretive Plan with the following components:
 - A sign program which addresses the design, size and location of signs in the Parkway, including directional signs for location of basic facilities (restrooms, exits from the Parkway, trail locations, picnic areas, emergency access points and restrooms for rafters, identification signs naming points of interest, and signs indicating the rules and regulations at major points of entry. The sign program should also address the continual problem of vandalism.
 - A comprehensive plan to identify the types and locations of exhibits and nature trails necessary to interpret the six ecosystems and the three periods of history presented in the Parkway. The Effie Yeaw Interpretive Center should continue to be the central point for exhibits, library and naturalist services. The feasibility of moveable exhibits should be pursued to expand the types of programs offered at the Effie Yeaw

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Interpretive Center to other sites within the Parkway without a building, for example, at Discovery Park where flooding would prevent placing permanent exhibits.

- Inventories of Parkway natural resources and ecological studies. Colleges and research-related institutions should be contacted for research assistance. Special continuing effort should be made to study the legally designated rare, threatened and endangered species that inhabit in the Parkway.
 - A folder containing a map with points of entry, roads, trails, structures and some description of the ecosystems and evidences of human history to be distributed to Parkway users. Additional publications should give more detailed information pertaining to natural and cultural history.
 - A program to promote coverage and act as liaison with radio, television and the press to assure favorable and interesting features that help protect the Parkway.
 - Workshops conducted throught the year to provide on-going Parkway educational programs for the public. Local schools and colleges should be encouraged to use the Parkway for research and teaching and to share their results with the County staff. School districts should be encouraged to use the Parkway as an outdoor classroom. The Parks Department should work with the Sacramento County Office of Education to provide resource materials for teachers.
- * Establish an Interpretive Center at:
- Sailor Bar Area
 - William B. Pond Recreation Area

The program should include a discussion of the history of Arden Bar and its transition from a gravel quarry to a County recreation area. The two-story wooden building near the park entrance should be considered as an interpretive center.

4. Erosion Control

- * Amend the City and County of Sacramento Zoning Code Ordinances to include findings and development standards for proposed erosion control projects.

A proposed amendment to the County's Parkway Corridor (PC) Combining Zone includes the following language:

In reviewing the project, the local hearing body shall make the following findings if the project is to be approved:

- The project is necessary to the public health, safety, or welfare.
- The project protects and, to the extent possible, enhances the natural amenities of the American River Parkway.
- The project does not preclude or foreclose future recreation or open space potential in the American River Parkway.
- There are adequate provisions for maintenance and revegetation of the project area.

If these findings cannot be made, the project should not be approved. Projects which are approved should be subject to the following standards:

- Disruption to natural riparian vegetation shall be minimized. No trees 6 inches in diameter or larger shall be damaged or removed unless in imminent danger of collapse from erosion.
- The area disrupted by the project shall be revegetated in accordance with a revegetation program utilizing an approved combination of native riparian trees, shrubs, and grasses. If gabion, riprap or other structural measures are used, they will be screened from public view with vegetation.
- The slope and appearance of the project area shall be compatible with the naturalistic character of nearby slopes or riverbanks.
- Where feasible, vegetation shall be used to prevent further erosion. Gabions, rock and wire mattresses, or wire mesh over stone, may be used where vegetative measures alone are insufficient, but the erosion control program shall include measures to minimize damage to riparian vegetation and wildlife. Riprap shall not be used unless slope, current, and existing native vegetation are favorable to providing substantial vegetative screening of the riprap. Rubble, gunite, cement or sandbags, bulkheads, fences, used tires, and similar materials or structures are prohibited.

- * Develop an educational program for the public to help control erosion on the bluffs by using proper irrigation, surface drainage and vegetation.

5. Commercial Activities

- * Establish a procedure for the analysis of proposed commercial activity, including the following steps:
 - Review the approved recreational activities in the area.
 - Identify whether commercial activities are desired to facilitate these

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recreational activities.

- Determined whether adequate facilities or services exist either within the Parkway or nearby, outside the Parkway, to meet these desires.
- Determine whether the commercial activity will detrimentally affect Parkway users who are not being provided the service.
- If facilities or services are not adequate, determine the level of need.
- If need is significant and verifiable, determine whether the commercial activity should be County-operated or operated by concession.
- Develop a proposal.
- Continue with the standard approved Planning and Development process.
- Determine the feasibility of implementing a permitting system for commercial fishing guide operations.

6. Recreational Activities

* Establish picnic facilities in the following areas:

- Lower Sunrise
- Arden Bar (William B. Pond Park)
- Goethe Park
- Discovery Park Area
- Rossmoor Bar

* Where native fauna will not be disturbed, central areas of the intermittent ponds and depressions between the large "Arden Pond" and the Jedediah Smith Memorial Bicycle Trail Bridge at William B. Pond Recreation Area should be deepened in order to provide water conditions to sustain warm water fish and provide for the expansion of the underdeveloped fishing area, throughout the heavily used William B. Pond Recreation Area, in addition to providing an alternative to the extensively developed "Arden Pond".

* The Recreation and Parks Commission should conduct a study to assess whether there are any conflicts between the Ancil Hoffman Golf Course or the Campus Commons Golf Course, and other uses of the Parkway, particularly uses of the Jedediah Smith Memorial Bicycle Trail; and determine the extent to which any impacts can be reduced.

7. Access and Trails

* Improve access to Jibboom Street East at North 10th Street and near the bicycle trail crossing.

* Establish Equestrian Staging Areas at the following locations:

- Harrington Access
- Rossmoor Bar
- Discovery Park
- Sailor Bar

* Construct a safe and convenient pedestrian and bicycle connection between the "H" Street bridge and the Parkway.

- * Establish a pedestrian trail along the length of the Parkway to relieve congestion and conflicts along the bicycle trail. This pedestrian trail should be incorporated into fire breaks and be separated from equestrian and bicycle routes to the extent feasible.
- Include the long, narrow strip of land that constitutes Jibboom Street East in the pedestrian trail system that will eventually run the entire length of the Parkway.
- * Provide a handicapped trail at Sailor Bar
- * Improve the handicapped accessible trail at William B. Pond Park.
- * Provide safe and convenient pedestrian and bicycle access into Discovery Park, across Bannon Slough.

8. Public Safety

- * Prepare an emergency access plan for vehicle and boat access with site plans for each access location. Potential emergency boat launching ramps to be considered include:
 - Illinois Avenue Access
 - Sunrise foot bridge (Haul Bridge), south side
 - Watt Avenue, south side
 - Harrington Access
 - Arden Bar foot bridge
 - Discovery Park
 - Howe Avenue, east of bridge
 - Del Paso Boulevard
 - Paradise Beach Area at River Park
 - Old Fair Oaks Bridge, south side

The Plan should also address reducing the number and width of abandoned haul roads, now used for emergency access and service vehicles.

- * Public safety shall be improved at William B. Pond Recreation Area by stabilizing those banks surrounding portions of the fishing pond determined to be unstable.
- * Adopt an ordinance prohibiting climbing and digging on the bluffs, and making it a citable offense.

9. Land Acquisition

- * Pursue land acquisition of privately owned lands within the Parkway. Priority land includes:
 - Land immediately upstream of Discovery Park
 - Land between Northgate Boulevard and the I-80 Business Loop Bridge near Cal-Expo
 - Bluffs adjacent to Effie Yeaw Interpretive Center in Ancil Hoffman County Park.

EXPENDITURES AND FUNDING

Expenditures

Through 1984, the County has expended over \$33 million on the Parkway for acquisition, development and operation. In the 1984-85 budget over \$2,000,000 in annual operations costs was budgeted to the Parkway. Although partially offset by revenues, funding is a major concern if the Parkway is to grow and thrive in future years.

Funds for the Parkway come from a variety of sources. They are budgeted into two major categories: capital outlay and operations. Funds for capital outlay are available through County General Fund allocations, the Transient Occupancy Tax, State and Federal subvention programs (grants), State and local bond issues approved by the voters and private donations.

Operating funds are allocated from the General Fund through the budget process. These funds come from property taxes, park use fees, reimbursements from other departments, rent or lease fees, and, rarely through subventions, grants, or donations.

Development of Facilities

Much of the development of recreational facilities on the Parkway has been completed. The area plans for parks and recreation areas, as shown in this document, identify both existing and future development. No time table is proposed for specific developments. A master plan titled "Project 2000" is being prepared by the Parks and Recreation Department for Sacramento County.

Funding

Because of the dollar resources necessary to operate and maintain the Parkway, it is important to consider the impact of any future development project on the cost of maintenance and operations.

In order to guarantee protection of the Parkway resources, the Board of Supervisors must take an active and positive interest in funding. Fees must be continued, not only because of revenues generated, but because of the lessened vandalism and depreciative behavior in areas where fees are charged.

The Board should also set a level of subsidy it is willing to commit to the Parkway from General Fund monies, or determine an alternative source of guaranteed financial resources. Sources such as grants from foundations should not be overlooked. The American River Parkway Foundation was formed for the purpose of raising funds to acquire land for and make capital improvements on the Parkway.

Future Funding Opportunities

Funding for the Parkway must be planned for two general purposes, operating expenses and debt financing for land acquisition and major capital improvements. The two purposes are closely linked. It is important not to develop new facilities unless the financial resources are available to maintain them. Potential revenue sources are discussed in the following sections.

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Special Tax

The State constitution permits local governments to levy taxes for specific purposes if approved by a two-thirds vote of the electorate. The tax must also be authorized by state law. While cities have a broad choice of taxes which may be used in this manner, counties are much more restricted. A county may, however, use the transient occupancy tax (hotel/motel tax) for general or specific purposes. Some local governments in California earmark this tax or a portion of it for recreation and tourism activities. The County may wish to consider a new kind of broad tax that could raise park revenue with minor impact on any group of taxpayers. Legislative authorization might be required before such a tax could be presented to the voters.

Benefit Assessment

Traditionally, benefit assessments have been used to fund specific public works facilities which directly benefit the property assessed and increase its value. Streets, sidewalks, and street lighting are examples of such facilities. Since Proposition 13 was approved, assessments have been authorized by the Legislature for new facilities on a broader scale. In some cases, voter approvals are required which make the assessment differ little from a special tax. But in other cases, a vote is not required unless a certain percentage of affected property owners file protests. Evolution of the law will determine whether a County-wide benefit assessment to fund Parkway facilities maintenance and development could be implemented.

Because changes in local government finance mechanisms are continuing, the County should actively keep informed of future funding mechanisms that may be used for Parkway purposes.

In-Kind and Other Funding Sources

Private contributions of materials or equipment, volunteers and similar types of assistance are "funding" sources which should play a role in future Parkway maintenance, development, and interpretation.

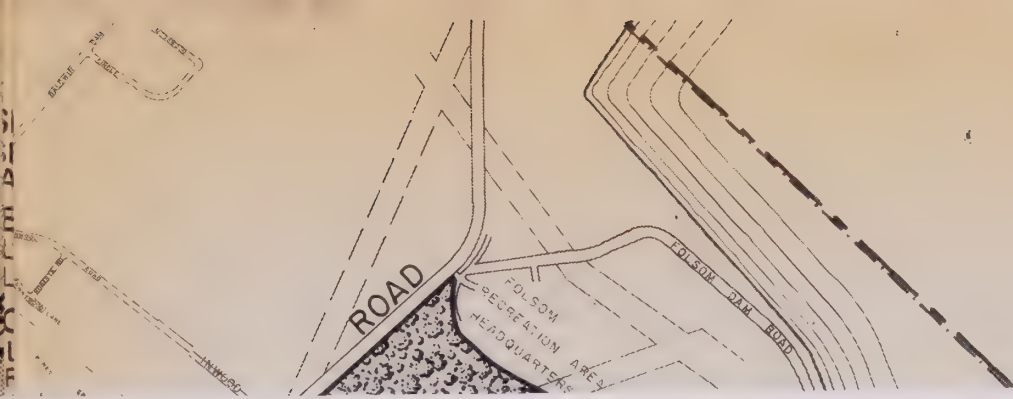
ACCESS KEY

Boat Launch Car-top only	Boat Launch Ramp	Parking Within Parkway		Pedestrian Access	Bicycle Access	Equestrian Access	Vehicular Access	Boat Launch Car-top only	Boat Launch Ramp	Parking Within Parkway
X	X	X	WILLIAM B. POND PARK AREA							
			38. Arden Way	X	X	X	X			X
X	X	X	GOETHE PARK AREA							
		P	39. Rod Beaudry Drive	X	X	X	X			X
			40. La Loma Drive	P						
		P	41. Rinda Drive	P						
			42. Chase Drive	X	X		X			
P		X	SARAH COURT AREA							
			43. Sarah Court	X						
			ANCIL HOFFMAN PARK AREA							
			44. Tarshes Drive	X						
			45. San Lorenzo							
			ROSCROW							

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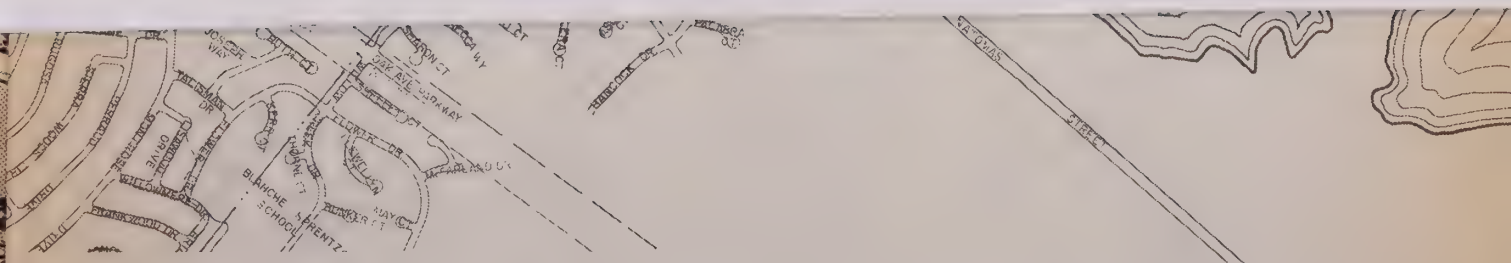
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way Plan

PARKWAY BOUNDARY ARE
ARILY FOR PUBLIC USE .

AND ARE NOT NECESSARILY FOR PUBLIC USE
WITHIN THE PLANNED PARKWAY BOUNDARY

Over Parkway Plan

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